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REPORT
OF THE
POSTMASTER-GENERAL
OF THE
UNITED STATES;
BEING PART OF
THE MESSAGE AND DOCUMENTS
COMMUNICATED TO THE
TWO HOUSES OF CONGRESS
AT THE
BEGINNING OF THE SECOND SESSION OF THE FORTY-EIGHTH CONGRESS.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1884.

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REPORT OF THE POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., November 20, 1884.

SIR: I have the honor to submit herewith my report of the operations of this Department for the past year, and I avail myself of this opportunity to pay a deserved tribute to the Assistant Postmasters-General, and the chiefs of divisions, for the faithful and efficient discharge of the trusts confided to them, and the very valuable assistance they have rendered me in the preparation of this Report.

FINANCIAL STATEMENT.

The total expenditures made on account of the service of the fiscal year ended June 30, 1884, were..... \$46,404,960 65

The revenues for the year were as follows:

1. Ordinary postal revenue.....	\$42,818,635 00
2. Net revenue from money-order business	519,492 08
	43,338,127 08

Excess of expenditures over receipts.....	3,066,833 57
---	--------------

To which should be added:

1. Estimated amount of outstanding liabilities	877,471 04
2. Amount credited on books of Treasury to Pacific Railroad Companies.....	1,260,179 51
	1,260,179 51

Gives estimated cost of service over the revenues for the fiscal year.. \$5,204,484 12

The revenues were \$2,170,565.53, or 4.7 + per cent. less than those of the previous year; the decrease being attributable to the reduction of letter postage from 3 to 2 cents, which took effect October 1, 1883.

In addition to the amount expended for the service of the year \$819,599.62 was paid on account of liabilities of previous years, making

the total amount disbursed during the year (exclusive of credits to the Pacific railroads,) \$47,224,560.27.

The expenditures are itemized in Table No. 2 accompanying the report of the Third Assistant Postmaster-General. The amount paid to postmasters was \$11,283,830.87, an increase of \$968,436.41 over that of the previous year for the same purpose. This expenditure was \$333,830.87 in excess of the appropriation.

As explained in former reports, the law fixes the rate of compensation to postmasters, allowing them to retain it out of the proceeds of their offices before turning over the surplus to the Government, and the deficiency was therefore unavoidable by the Department. For clerks in post-offices there was an increase in expenditure of \$367,979.01, or 8.4 per cent.; and for letter-carriers \$330,900.01, or 10.4 per cent.

For railroad transportation the audited expenditures and estimated liabilities for the service of the year, including also the sums credited to the Pacific railroads, are shown by the report of the Second Assistant Postmaster-General at \$13,815,163.

The aggregate amount appropriated for the service of the year was \$46,746,037.62, or \$341,076.97 more than the amount disbursed on account thereof, and \$536,394.07 less than the total disbursements and outstanding liabilities. In Table No. 3, accompanying the report of the Third Assistant Postmaster-General, the appropriations will be found by items.

ESTIMATES FOR 1886.

The following are the estimated receipts and expenditures for the fiscal year ending June 30, 1886:

Ordinary postal revenue.....	\$50,872,820 24
Net receipts from money-order business	400,000 00
	—————\$51,272,820 24
Estimated expenditures, including amounts credited under existing law to Pacific railroad companies.....	56,099,169 50
Deficiency to be supplied out of the general Treasury.....	4,826,349 26

An estimate of the revenue for the ensuing fiscal year is attended with great uncertainty, because of the reduction of letter postage to 2 cents, which took effect on the 1st October, 1883. Although the change was in actual operation during three quarters only of the last fiscal year, its effect was felt upon the revenue for the entire year; the sales of stamps for the quarter ended September 30, 1883, having been greatly curtailed in view of the then approaching reduction in the rate. Thus the sales for that quarter under the 3-cent rate amounted to \$10,083,509.53, while the average for the three succeeding quarters was \$10,220,781.38.

It is evident that the revenue exhibited for the last year would not have been greatly varied had the change taken effect on the 1st July instead of the 1st October. The revenue for the entire year is therefore taken as the basis on which to estimate for the present and ensu-

ing fiscal years. An annual increase of 9 per cent. is assumed, which would result as follows:

Amount of ordinary postal revenue for year ended June 30, 1884,....	\$42,818,635 00
Add 9 per cent. for increase	3,853,677 15
Gives estimated ordinary revenue for year ended June 30, 1885.....	46,672,312 15
Add 9 per cent. for increase as before	4,200,508 09
Gives estimated ordinary revenue for year ending June 30, 1886.....	50,872,820 24
Add estimated net receipts from money-order business.....	400,000 00
Gives total estimated revenue for year ending June 30, 1886	51,272,820 24

The rate of increase in the receipts for 1880 over 1879 was 10.8 per cent.; for 1881 over 1880 it was 10.4 per cent; for 1882 over 1881 it was 13.8 per cent; and for 1883 over 1882 it was 8.6 per cent. In view of these figures and of the stimulus afforded correspondence by a lower rate of postage, and by the increasing tendency to substitute sealed inclosures for postal cards and open circulars, an estimated annual increase of 9 per cent. in the revenue cannot be regarded as extravagant.

The estimated expenditures for the ensuing year will be found in detail in the table accompanying this report. Following the table are the communications from the several Bureaus in explanation of the estimates. The total amount is \$7,058,769.50 in excess of the appropriation for the current year; but it is already evident that the latter will, in some items, fall short of the actual requirements. For compensation to postmasters there will be a deficiency of at least \$1,500,000, and for transportation by railroads of about \$1,000,000. The estimate also contemplates the payment out of the appropriation of the entire cost of mail service on the Pacific railroads, a portion of which is now by law credited on the books of the Treasury and does not appear in the appropriation for mail transportation. The amount involved by the contemplated change in the mode of settlement is approximated at \$1,100,000, which amount, added to the two deficiencies mentioned, will leave the estimates \$3,458,769.50 in excess of the appropriations for the present year.

As shown above, the expenditures for the year ending June 30, 1886, are estimated at \$56,099,169.50, including the amounts credited to the Pacific Railroad companies. In this connection I desire to say that the estimates are made on a business basis, and after a careful study of all available data at hand, and with no intention of asking for less than the requirements of the service demand—to be followed hereafter by deficiency bills. I believe this is the better and more honest policy, and that the people are willing that every dollar required for a thoroughly practical and progressive administration of the Postal Department shall be appropriated for that purpose.

REDUCTION IN THE RATE OF POSTAGE.

The past year marked an important epoch in the history of the postal service through the reduction in the letter rate of postage from 3 to 2

cents, taking effect on the 1st of October, 1883, under the provisions of the act of March 3, 1883. As the class of matter affected yielded by far the larger portion of the postal revenue, the change, of course, produced an immediate falling off in the receipts. The ordinary postal revenue for the year ended June 30, 1884, was \$2,278,438.24 less than that of the preceding year. To this loss should, of course, be added that of the natural increase to have been expected had the 3-cent rate remained in force. An increase of 9 per cent. on the ordinary revenue of 1883 [exclusive of the money-order business,] would amount to \$4,058,736.59, which, added to the amount previously stated, would give \$6,337,174.83 to represent the loss for the first year under the change in the rate. Though the 3-cent rate was in force during the quarter ended September 30, 1883, the sales of stamps, &c., for that quarter were \$137,271.85 less than the average for the three remaining quarters under the 2-cent rate; the anticipated change in the rate having led to a serious falling off in the sale of stamps. That the loss of revenue was not greater must be regarded as gratifying, in view of the fact that the estimates on which the change was based contemplated a loss for the first year of about \$8,000,000. It is evident the prediction has been fully verified that the reduced rate would greatly stimulate letter correspondence, and lead to the substitution of sealed inclosures for postal cards and open circulars. The increase in the number of letters cannot be stated, the Department having no statistics to show the number of pieces of each of the several classes of matter mailed, and the same kind of stamps being used indiscriminately for first, third, and fourth-class matter. Neither do the sales furnish any guide, since postmasters in accounting to the Auditor report the amount in the aggregate and not in detail of the several kinds and denominations.

A comparison of the issues to postmasters of 2 and 3-cent stamps and stamped envelopes for the nine months ended June 30, 1883 under the 3-cent rate, with the issues of 2 and 3-cent stamps and stamped envelopes during the corresponding nine months ended June 30, 1884 under the 2-cent rate, may be found of interest in this connection, though affording no certain indication of the actual sales. During the nine months ended June 30, 1883, the number of 2-cent stamps and stamped envelopes issued was 104,642,125, valued at \$2,092,842.50, and of 3-cent stamps and stamped envelopes 653,629,330, valued at \$19,608,879.90. The number of 2-cent stamps and stamped envelopes issued during the nine months ended June 30, 1884, was 955,427,400, valued at \$19,108,548, and of 3-cent stamps (the issue of 3-cent stamped envelopes having ceased,) was 127,300, valued at \$3,819. The total number of 2 and 3-cent stamps and envelopes issued, therefore, during the former period was 758,271,455, valued at \$21,701,722.40, and during the latter period 955,554,700, valued at \$19,112,367; an increase in number of 197,283,245, or 26 per cent., and a decrease in value of \$2,589,355.40, or 11.9 per cent.

In postal cards there was a decrease in the issues of 16,640,000, or 4.5 per cent., for the year ended June 30, 1884, as compared with the previous year. During the preceding five years there has been an average annual increase of 13.68 per cent.

One of the minor benefits resulting from the change of postage is the reduction in the number of insufficiently prepaid letters deposited in letter-carrier post-offices for mailing to other places. At these offices heretofore large numbers of such letters have every year been deposited for mailing on which the senders have, through inadvertence, prepaid postage to the amount of 2 cents only—that being the local rate—instead of 3 cents. In all such cases, under the law, the letters have been detained until either the senders or addressees have furnished the deficient postage, failing in which the letters have been sent to the Dead Letter Office. Now that the local rate of postage at these offices is the same as the general rate, the number of insufficiently prepaid letters has very materially decreased, thus saving a large amount of trouble to the postmasters, a great delay in the transmission of the letters, and considerable annoyance to both their senders and receivers.

ISSUE OF POSTAGE-STAMPS, STAMPED ENVELOPES, AND POSTAL CARDS.

The number and value of postage-stamps, stamped envelopes, and postal cards issued upon requisitions during the year were as follows:

Articles.	Number.	Value.
Ordinary postage-stamps	1, 459, 768, 460	\$29, 077, 444 00
Newspaper and periodical stamps	2, 439, 898	1, 923, 217 80
Stamped envelopes, plain	147, 225, 800	2, 907, 340 32
Stamped envelopes, request	129, 515, 500	2, 918, 760 55
Newspaper wrappers	45, 490, 750	545, 688 25
Postage-due stamps	13, 612, 198	353, 611 00
Postal-cards	362, 876, 750	3, 629, 640 00
Official postage-stamps	3, 389, 440	140, 040 00
Official stamped envelopes and wrappers	1, 811, 600	20, 135 26
Aggregate	2, 166, 130, 396	41, 515, 877 18

The requisitions upon which these supplies were issued number 451,282.

POSTAGE ON SECOND-CLASS MATTER.

The amount of postage collected on second-class matter during the year was \$1,889,592.14, an increase of \$184,414.61, or 10.82 per cent., over the previous year.

Of the receipts from this source 24.90 per cent. was collected at New York; 9.41 per cent. at Chicago; 6.42 per cent. at Boston; 5.08 per cent. at Philadelphia; 4.67 per cent. at Saint Louis; 3.53 per cent. at Cincinnati; 1.82 per cent. at San Francisco; 1.54 per cent. at Milwau-

kee; 1.51 per cent. at Detroit; 1.32 per cent. at Louisville; 1.22 per cent. at Cleveland; 1.20 per cent. at Elgin, Ill.; 1.15 per cent. at Washington; 1.09 per cent. at Saint Paul; 1.06 per cent. at Augusta, Me.; .05 per cent. at Toledo; 1.05 per cent. at Pittsburgh; .88 per cent. at Baltimore. The remaining 31.06 per cent. was collected at 5,767 post-offices.

REGISTRATION.

The number of letters and parcels sent through the registered mails during the year was 11,246,545, of which 8,068,338 were domestic letters, 466,902 were letters addressed to foreign countries, 1,005,865 were domestic parcels of third and fourth class matter, 29,488 were parcels of third and fourth class matter to foreign countries, and 1,675,952 were letters and parcels of official matter for the Government, by law free from the payment of registry fees. The amount of registry fees collected was \$957,059.30, an increase of \$30,509.60, or 3.3 per cent., over the previous year.

The actually ascertained losses during the year numbered 516, or one in every 21,795 letters and parcels registered. This is a smaller proportion of loss than in any previous year, and shows increasing efficiency and fidelity on the part of postal officials in this branch of the service.

DEAD LETTERS.

The gross receipts of articles of undelivered mail matter during the year were 4,751,872, being an increase of a little more than 8 per cent. over the previous year. There was a decrease in the held-for-postage matter received of 44,681, or about 34 per cent., which was caused by the reduction of postage on letters (many of those which were formerly detained for postage in cities having been actually prepaid by a 2-cent stamp,) and the changed method of treating such matter in post-offices. The new practice is to require postmasters to notify the persons addressed that their letters or parcels are withheld for prepayment of postage, and to forward the articles to destination upon the receipt of the amount due. Under previous regulations, the matter was sent to the Dead-Letter Office, and the notice sent from there.

There was an increase in other classes of matter as follows: misdirected letters, 12.6 per cent.; foreign letters, 12.3 per cent., and in letters returned from abroad, 19.3 per cent. Of the letters and parcels containing merchandise, jewelry, books, and miscellaneous articles of sufficient value to be recorded, there was an increase of 18.4 per cent. In opening the letters, it was discovered that 17,387 contained money; 20,261 contained drafts, money-orders, notes, &c.; 34,399 contained receipts, paid notes, &c.; 84,088 contained postage-stamps; and 38,348 contained photographs. Great effort is made to restore letters and parcels to the owners. All those found to contain articles of value are

carefully recorded, so that the final disposition of them can be ascertained at any time.

The amount realized from the sales of articles for which no owners can be found is deposited in the United States Treasury. The proceeds of the last auction sale, which was in January, 1884, was \$1,915.43. The money separated from dead letters which cannot be restored to the sender is also placed in the Treasury, and the amount deposited from that source during the year was \$7,239.47. The value of postage-stamps received from various sources and destroyed was \$2,082.18. The late Postmaster-General Maynard ordered that such useful printed matter as had previously been sold for waste paper should be distributed amongst the inmates of the various hospitals, asylums, and other charitable and reformatory institutions within the District of Columbia. This practice still prevails, and 23,152. magazines, pamphlets, illustrated papers, Christmas cards, valentines, &c., were disposed of in that way during the year.

The report of the Third Assistant Postmaster-General, published in the Appendix, contains full particulars concerning the treatment of dead letters and parcels.

THE APPOINTMENT DIVISION.

The report of the First Assistant Postmaster-General presents the following comparative statement of the number of post-offices established and discontinued, and of the postmasters appointed for the fiscal years ended June 30, 1883, and June 30, 1884:

	June 30, 1883.	June 30, 1884.	Increase.	Decrease.
Number of offices established during the year.....	3, 253	3, 414	161	.....
Number discontinued.....	1, 621	1, 260	.....	361
Net increase over previous year.....	1, 632	2, 154	522	.....
Whole number of post-offices.....	47, 863	50, 017	2, 154	.....
Number filled by appointment of the President.....	2, 143	2, 323	180	.....
Number filled by appointment of the Postmaster-General.....	45, 720	47, 694	1, 974	.....
Appointments were made during the year:				
On resignation and commissions expired.....	7, 734	7, 265	.....	469
On removals and suspensions.....	705	513	.....	192
On change of names and sites.....	342	234	.....	.....
On deaths of postmasters.....	468	477	9	.....
On establishment of new post-offices.....	3, 253	3, 414	161	.....
Total appointments.....	12, 502	11, 953	.....	549
Total number of cases acted on during the year.....	14, 882	13, 841	.....	1, 041

EMPLOYÉS IN THE POSTAL SERVICE.

The following table shows the number of employés in the Post-Office Department; also the number of postmasters, contractors, clerks in

post-offices, railway post-office clerks, and other officers in the service June 30, 1883, and June 30, 1884:

Officers and employés.	June 30, 1883.	June 30, 1884.
DEPARTMENTAL OFFICERS AND EMPLOYÉS.		
Postmaster-General.....	1	1
Assistant Postmasters-General.....	3	3
Superintendent of money-order system.....	1	1
Superintendent of foreign mails.....	1	1
Superintendent of free delivery.....	1	1
Superintendent of railway adjustment.....	1	1
Superintendent of division of post-office supplies.....	1	1
Chief clerk of the Postmaster-General.....	1	1
Chiefs of divisions.....	4	6
Topographer for Post-Office Department.....	1	1
Disbursing officer and superintendent of building.....	1	1
Law clerk.....	1	1
Stenographer.....	1	1
Appointment clerk.....	1	1
Chief clerks of bureaus.....	6	6
Clerks, messengers, watchmen, &c.....	534	534
Total.....	558	561
POSTMASTERS AND OTHER OFFICERS AND AGENTS.		
Postmasters.....	47, 863	50, 017
Contractors.....	4, 944	4, 908
Clerks in post-offices.....	8, 040	8, 240
Letter-carriers.....	3, 680	3, 890
Railway post-office clerks.....	3, 855	3, 963
Post-office inspectors and railway-mail superintendents.....	90	92
	69, 030	71, 671

POST-OFFICES AS SINECURES.

At different times during the year a thorough investigation was made, under the direction of the chief Post-Office Inspector, of all first and second class offices. The result of these investigations was gratifying to the Department. Dishonest and negligent officials were discovered. The former were removed, and the latter reprimanded and more fully instructed in their duties. In a large number of cases where postmasters were discovered to be short in their accounts it was owing to negligence or a lack of ability to manage the affairs of their offices. Too many postmasters feel warranted in regarding their positions as sinecures and feel free to give their attention to other business, content to draw their salaries as officials, leaving the work of managing their offices to others. This should not be allowed. Postmasters at first and second class offices should be required to give their entire time to their official duties, and should not be permitted to engage in any other business that requires any portion of the time for which they are paid by the Government. This result should be brought about if it requires a statutory enactment to effect it.

THE FREE-DELIVERY SYSTEM.

The system was extended during the year to the cities of Chattanooga, Tenn.; Los Angeles, Cal.; Montgomery, Ala., Ottumwa, Iowa, and Scranton, Pa., making the total number 159. The number of carriers was increased 210, making a total of 3,890 at the close of the year.

The appropriation for this service was \$3,500,000, to which was added, in anticipation of a deficiency, \$14,653.40; making a total of \$3,514,653.40. The total cost of the service was \$3,504,206.52, leaving an unexpended balance of \$10,446.88. The increased appropriation over that of the preceding year was \$314,653.40 and the increased expenditure \$330,870.01. The increase in the expenditure was owing to the extension of the service to additional cities; to the increase of the number of carriers at the old offices, and their promotion under the act of August 2, 1882, which provides for an annual increase of \$200 in the salary of each carrier in cities of the first class till the maximum (\$1,000) is reached, and in cities of the second class till the maximum (\$850) is reached.

POSTAGE ON LOCAL MATTER.

The postage on local matter at the several offices aggregated \$4,777,484.87, an increase over that of the preceding year of \$417,745.65, and over the total cost of the service \$1,273,278.35; an increase of 9.95 per cent. in the former and 36.33 per cent. in the latter. The average cost per piece for handling matter was 2.3 mills, a reduction of one-tenth mill as compared with last year. The average cost per carrier was \$898.78, an increase over that of last year of \$38.83. This was owing to the fact that the number of carriers receiving the maximum salary was considerably increased during the year under the provisions of the act of 1882.

The mail matter delivered during the year was as follows: Mail letters, 402,577,395, an increase of 17.70 per cent. over that of the preceding year; mail postal cards, 97,421,725, increase of 13.10 per cent.; local letters, 121,853,932, increase of 16.68 per cent.; local postal cards, 69,230,704, increase of 14.48 per cent.; registered letters, 3,093,961, an increase of 9.32 per cent.; newspapers, 231,645,185, an increase of 13.79 per cent.

The mail matter collected was as follows: Letters, 414,198,891, an increase over that of last year of 19.95 per cent.; postal cards, 130,057,314, an increase of 12.98 per cent.; newspapers (including circulars), 70,475,010, an increase of 8.84 per cent.

The pieces of mail matter delivered and collected aggregated 1,540,554,117, an increase of 16.30 per cent.; and the average number by each carrier, 396,029, an increase of 10.02 per cent.

For fuller details on this subject see tabulated statement in the report of the First Assistant Postmaster-General.

Experience has shown that the delivery by carrier is more acceptable than the old custom of calling at the post-office; that it tends to more thoroughness and accuracy in the delivery of letters; that it diminishes the number of dead letters, and diverts to the post-office many letters that would otherwise be delivered by private expresses and messengers; that it stimulates correspondence, both mail and lo-

cal, and largely increases the postage on the latter; that it saves time to the people and fruitless calls at the post-office, and yields a large surplus of postage on local matter above its cost.

There are in the more densely populated parts of the country certain towns within short distances of one another, each with its separate post-office, having in the aggregate the required population and revenue, but which cannot be reached under the present law, as none of them singly has the required qualifications, viz, 20,000 population within its corporate limits or \$20,000 postal revenue.

In my judgment the law should be so changed as to permit the aggregation of population and the postal revenue of these towns, and the service should be extended to them when they meet the requirements of the law. The result would be a diminution in the number of offices and a more satisfactory and economical service.

As bearing directly upon this subject, I append one or two paragraphs from a letter of July 19, 1883, from the General Post-Office, London, as follows:

"There is certainly no village and but few hamlets in the United Kingdom without a delivery of letters, &c., from house to house, and that in certain thinly inhabited districts the letters are not delivered every day; they are still delivered twice or more, usually three, times a week." * * * "As a rule, all towns and most of the considerable villages have two deliveries of letters from house to house every week day." * * * "In the London postal district, which comprises an area of about 216 square miles, the number of deliveries on week days ranges from twelve in the central or 'town' district to three in a few of the outer suburban districts, where the population is comparatively sparse."

For more detailed information concerning the operations of this service at each office, see table on p —.

REDUCTION OF POSTAGE ON LOCAL LETTERS.

The free-delivery service has now reached that period in its history when it is largely self-sustaining, the surplus over the entire cost of the service having gradually increased for the past ten years until, during the last fiscal year, it amounted to \$1,273,278.25. I feel, therefore, that I can with great propriety urge the reduction of postage on local letters to one cent, the single rate. The reasons for such reduction seem to me stronger than those presented for the reduction of postage on mail letters to two cents. Letters which are strictly local in character involve but comparatively little expense to the Department in their handling, and therefore the impression very generally prevails in cities where the free-delivery service is in operation that the present local rate of postage (two cents) is excessive; at least, that it is immoderate in comparison with the transmission by mail and delivery by carrier,

of a letter from New York to San Francisco, for the same amount of postage.

So far as known, the reduction of the rate on mail letters has met with great favor, and the public undoubtedly believes that it should be the aim of a prosperous government to reduce the rates of postage on mail matter whenever practicable. Considering, therefore, the very large revenue derived from the letter-carrier service during the past year, the time seems propitious for a reduction of the postage on local letters to one-half their present rate. I am confident that such a change would result in a very considerable increase in the number of local letters mailed, and that the free-delivery revenue would not be so greatly impaired thereby as to prevent it from again reaching the present amount in a few years.

SPECIAL STAMP FOR SPECIAL DELIVERY.

The necessity and demand, in cities, for prompt transmission and delivery of letters passing between business men and others has resulted in the establishment, in many places, of what may be termed letter-express companies, which, by the employment of messenger boys, are enabled greatly to facilitate intercourse of this character among merchants, professional persons, and others engaged in active life. It is done at a small expense and with so much system and promptness as seriously to diminish the revenues of the Department at several letter-carrier offices.

The patronage which is extended to these companies affords evidence that the free-delivery system, notwithstanding its facilities and benefits, has not progressed so far as to meet all the wants of energetic business life in large commercial cities. Therefore further improvement of the service in this particular should, in my judgment, be attempted, not only to prevent a loss of revenue, but with a purpose to make it as useful as possible. I am of opinion that the public have a right to expect that this Department should make the same effort to serve them promptly and faithfully in the transmission and delivery of letters as is done by private parties.

I know of no way in which this can be better accomplished than by the use of a special postage-stamp for letters mailed and intended for special and prompt delivery at free-delivery offices. This stamp should be of the denomination of ten cents, and, when affixed to a letter, in addition to the proper postage charge, should insure for it as speedy a delivery as possible after its reception at any letter-carrier office. This outside distribution could be effected by employing messenger boys, at a small salary, and in such numbers as the circumstances should warrant. I am satisfied such an effort to accommodate the public would still further commend the free-delivery service to its patrons in the large cities where it is in operation.

SALARIES OF PRESIDENTIAL POSTMASTERS.

The first *annual* adjustment of the salaries of Presidential postmasters was made to take effect July 1, 1884, in accordance with the requirements of the act of Congress approved March 3, 1883.

The gross receipts of the 2,323 Presidential offices for the four quarters ended March 31, 1884, amounted to \$33,031,697.33, or 74.8 per cent. of the entire revenue of the Department for the same period. The aggregate salaries of Presidential postmasters amounted to \$3,828,700, or 11.59 per cent. of the gross receipts accruing at their respective offices.

The following tabulated statement shows the results of the *first* adjustment under the new law, which took effect October 1, 1883, and the *first annual* adjustment, from July 1, 1884, viz :

Date.	Number of Presidential offices.	Aggregate salaries of Presidential postmasters.	Average salary of Presidential postmasters.	Aggregate receipts which accrued at Presidential offices.	Per cent. of aggregate receipts absorbed for postmasters' salaries.	Per cent. of entire revenue of Department which accrued at Presidential offices.
Oct. 1, 1883	2, 195	\$3, 707, 500	\$1, 689	\$33, 535, 253 95	11. 06	74. 28
July 1, 1884	2, 323	3, 828, 700	1, 648	33, 031, 697 33	11. 59	74. 80

CLERKS IN POST-OFFICES.

The appropriation for clerks in post-offices for the present fiscal year is inadequate for the service. The Department has been obliged to make reductions in order to keep the expenditures within the limited appropriation. Although this reduction was necessary, it was an apparent injustice to many postmasters whose allowances were already too small.

The increase of letter-mail occasioned by the reduction of postage, and the extension and growth of the postal service, require, it is estimated, an increase of about twenty per cent. of clerical labor.

Post-office clerks as a rule are not overpaid. Their duties are exacting and require close attention. Separating clerks, or clerks at offices where mail is distributed for other offices, are especially deserving of consideration. Their salaries are not sufficient to induce them to take proper interest in their work. I hope the estimate for this service for the coming fiscal year will be approved by Congress.

STANDARD OF WEIGHT FOR FIRST-CLASS MATTER.

I renew the recommendation of my predecessor, that the unit of weight in rating letters and sealed packages (first-class matter) be changed from one-half ounce to one ounce.

By careful investigation in several large offices it is found that less than six per cent. of all the letters conveyed in the mails exceed half an

ounce in weight. It is evident, therefore, that an increase of the unit of weight to one ounce would diminish the revenues but very little, and there is reason to believe this diminution would be more than compensated by the increased postage on small packages, which, heretofore sent as third or fourth class matter, would, in the event of the proposed change, be sealed and sent as first-class matter.

It is also believed the proposed change would result in a material saving of time to post-office clerks, by largely obviating the necessity of examining unsealed packages with a view of detecting written matter, and would diminish the number of losses in small packages, since sealed matter is less liable to loss than that which is unsealed.

TRANSMISSION THROUGH THE MAILS OF BOTANICAL SPECIMENS.

At a recent meeting of the American Association for the Advancement of Science, a resolution was passed requesting the Postmaster-General to recommend such changes in existing postal laws as will permit the transmission through the mails of botanical specimens accompanied with the customary written labels, giving name, locality, date of collection, and collector's name, at fourth-class rates of postage.

Under the present law, botanical specimens with printed labels giving the desired information may be sent through the mails at fourth-class rates of postage, but such labels in writing subject the matter to first-class rates. It would seem to be in the interest of science that the law should be amended in this regard, and I so recommend.

I may add that the representatives of this Department to the Congress of the Universal Postal Union, soon to meet at Lisbon, Portugal, will be requested to bring this subject before that body, with a view to having the Paris convention similarly amended in the interest of science.

OFFICIAL BONDS.

In his annual report for 1883 the honorable Secretary of War invited attention to the need of legislation upon the subject of official bonds. In speaking of bonds for paymasters he said:

"It would be of great advantage to such officers if they were permitted by law to furnish as security the obligation of some approved guaranty company organized for the purpose of indemnifying employers in this manner. At a small cost to themselves, officers would be saved much repeated embarrassment, and I confidently believe that the security to the Government would be much increased. Doubt is entertained whether, under existing laws, the Secretary of War is authorized to accept as surety any such company, and I have therefore declined to do so. I recommend, however, that the existing laws on this subject be so amended as to authorize the head of a Department to accept corporate as well as individual sureties upon official bonds."

This applies with almost equal force to the officers of the Post-Office Department who are required to give bond. A very large per cent. of

the bonds given by postmasters prove to be worthless, and a great deal of time is consumed by the Department in obtaining a satisfactory bond.

Experience teaches me that in far too large a number of cases the Government fails to recover on the bond of a defaulting officer.

I agree with the Secretary of War, that a more efficient administration would be obtained if corporate surety were allowed in lieu of individual surety. The sense of personal obligation influences the discipline of the service and takes control of the agent, which would be obviated if the officer's position in that respect were independent. In large cities the approval of a great many of the bonds of employés has become, from necessity, so much a matter of form, that, as a natural consequence, the Department may be in receipt of worthless personal bonds, against which at present there is no remedy.

The solvency of individual surety is at all times a matter of uncertainty, and the ability of the bondsman to meet the obligation he assumes is never positively known until action has been taken to recover under the bond, while the evidence of the solvency of a corporation may always be established, and the condition of each bond brought to the attention of the head of the Department annually.

I understand that the system of corporate suretyship has been in successful operation in England for many years, and for the past ten years has been adopted by the Post-Office Department, internal revenue, and high court of justice.

I recommend that the existing laws on this subject be so amended as to recognize the sufficiency of the surety of a properly organized and approved company on the bonds of postmasters, letter-carriers, and such other officers of the Department as are required to give bond.

Under date of July 15, 1882, Postmaster-General Howe, in a letter to the President of the Senate on this subject, said :

“Corporations now exist for the express purpose of furnishing such securities. They exist in New York and in Canada; they are quite common in some countries of Europe. Railway companies already furnish employment for them by requiring their ticket agents, conductors, and other bonded agents to get such a corporation to underwrite for them. It is perhaps not safe to say that such sureties might not be received upon official bonds under the law as it now stands. So far as I know, they have not been so received heretofore. Unless expressly authorized by law, departmental officers will probably be reluctant to accept such security.

“In many ways I am confident it would profit the Government if such suretyship could be employed. Officials are now obliged to appeal to their friends to sign their bonds. Under the existing system of inspection it is impossible to avoid in all cases the acceptance of irresponsible security. Such security is, in fact, accepted in quite too many cases. But if sureties are responsible at the time of acceptance, they are not sure to be so when called upon to respond; or, if they are able

to respond, attorneys are not always vigilant to prosecute nor are marshals to collect; and almost always great pressure is applied to the accounting officers to effect a compromise. If a corporation, whose solvency is guarded by wholesome laws and which underwrites for a consideration, should give the security, all these difficulties would disappear.

"Such a company could no more refuse to respond to a loss by defalcation than to a loss by fire. There is also reason to believe that the supervision of such an underwriter over the habits and conduct of officers would tend to secure a better class of servants. The fact that railway companies seek such sureties upon the bonds of their employés affords a business example which I think the Government might safely follow, if its affairs are to be conducted upon business principles."

I respectfully invite the attention of Congress to this subject.

BOXES, BOX RENTS, KEYS, AND KEY DEPOSITS.

Post-office boxes serve a three-fold purpose, to wit: 1st, as an accommodation to box-holders; 2d, as a convenience to postmasters; and 3d, as a source of revenue. They are classed as call-boxes, lock-boxes, and lock-drawers, and are provided in the four following methods, to wit:

1st. At post-offices located in Government buildings, which are furnished by the Treasury Department.

2d. At post-offices of the first and second classes located in buildings provided for by this Department either by lease or by an allowance for rent made to the postmasters.

3d. Under section 4052, Revised Statutes, which provides that box-holders may erect, for their own use and at their own expense, fixtures, which, upon being erected in post-offices, are regarded as the property of the United States. In all other cases the necessary boxes must be provided for and kept in repair by the postmasters themselves.

The revenue derived from the rent of boxes at Presidential post-offices is divided between the Department and the postmasters. The revenue so derived is included in the gross receipts upon which the salaries of postmasters are annually adjusted. At fourth-class offices all box rents go to the postmaster, no part thereof inuring to the Government.

The law providing for the distribution of this revenue takes no account of the ownership of the boxes. In this respect it operates unjustly. Those postmasters who provide their boxes entirely at their own personal expense receive no greater proportion from the proceeds therefrom than do postmasters who are provided with box outfits at the expense of the Treasury or at the expense of the Post-Office Department.

This is not equitable. If the former are sufficiently compensated, the latter receive more than is just. If the latter receive only reasonable compensation, the former are not adequately remunerated. When we consider that boxes are a great labor-saving contrivance to the post-

master, as well as an accommodation to the public, and revenue producers also, it is impossible to find any equitable basis for a claim to a share of the box-rents upon the part of those postmasters who provide neither boxes nor the space occupied by them. On the other hand, it is equally difficult to discover any equitable basis for a claim by this Department to a share in the box-rents at those offices where the Government renders no service and incurs no expense.

In my opinion the law should be so amended as to place the entire box-rent revenue to the credit of the party who provides and maintains the boxes, and who pays the rent of the room or the space occupied by the boxes.

A more practical and a much more just system than the present would be one in which the Post-Office Department should provide the necessary box outfits, pay the rent of buildings, and receive the full amount of box-rents in all the Presidential offices.

In fourth-class offices postmasters should, as now, provide the boxes, pay the rent, and receive the full benefit of all box-rents collected by them.

Section 300 of the Revised Statutes provides that "no box at any post-office shall be assigned to the use of any person until the rent thereof has been paid for at least one-quarter in advance." This provision has been held to apply to fourth-class, as well as Presidential offices, although the Government derives not one farthing of income from the box-rents collected at fourth-class offices, and has no interest whatever in the enforcement of the law in such cases. The postmasters at such offices are the sole beneficiaries. Many such postmasters regard the advantages of box-rents in the delivery of mail as a satisfactory offset to the expense of providing the same.

Many who are merchants as well as postmasters, and whose post-offices are located in their store-rooms, find that by furnishing boxes without cost to the patrons of their offices they may secure and retain many desirable customers in their business. They therefore prefer to furnish boxes free of rent, and in many cases they evade the strict letter of the law, and virtually accomplish their purpose of charging merely nominal rental prices.

Inasmuch as the Department receives no part of the box-rents collected at fourth-class post-offices, there appears to be no good reason why postmasters at such offices should not be permitted to exercise a discretion as to the assignment of boxes for the use of their patrons free of rent when in their judgment it is to their interest to do so. In short, the true policy in this matter would seem to be to encourage the general introduction and extension of such facilities whenever it can be done without cost to the Government and without diminishing its revenue. The final and permanent effect of such a policy could not fail to benefit the service in every respect. In my opinion section 300, Revised

Statutes, should be so amended as to except post-offices of the fourth class.

Hitherto the Post Office Department has attempted to exercise but little supervision of lock-boxes in respect to the character of the locks placed thereon. Postmasters who provide their own boxes have generally been permitted to determine the style and pattern of the locks, the result being, of course, that many boxes have been provided with cheap and comparatively worthless locks that are very little or no protection to the mails placed therein. It is the practice, well nigh universal, to re-rent lock-boxes that become vacant without changing the locks thereon. As there is no possible means of preventing key-holders from procuring duplicate keys from private locksmiths and retaining the same after vacating their boxes, it may happen that there are many keys in existence of which postmasters and present box-holders know nothing. In this way the security of the mails placed in the lock-boxes is jeopardized.

The Post-Office Department neglects no precaution for the protection of mails in transit, and provides, at no inconsiderable expense, the very best and most approved locks for mail bags that are handled only by its sworn agents, while the security of the mails placed in post-office boxes accessible to the general public is left to the caprice and parsimony of postmasters who, in many cases, are not qualified to decide upon the merits of the different locks. In my opinion, the Post-Office Department should be authorized to prescribe the kind of locks that may be placed upon post-office boxes, and postmasters should be forbidden to place any article of mail in a lock-box not secured by a lock approved by the Department.

The strictest regulations concerning the use of keys of lock-boxes should be rigidly enforced. Postmasters are permitted, by present regulations, to exercise their own discretion in respect to deposits for keys provided by themselves, and, on the other hand, they are required, more strictly than ever before, to account to the First Assistant Postmaster-General for all key-deposits actually collected. There seems to be but one thing needed to perfect the present key-deposit system, and that is the authority, by act of Congress, to enable the Post-Office Department to enforce this regulation in the case of retiring postmasters who fail to turn over their key-deposit funds to their successors in office.

The protection of the rights and interests of the patrons of post-offices should be held a sacred duty, and the efforts of the Post-Office Department to bring about such protection should receive the sanction and support of Congress in the enactment of a carefully-prepared statute.

LEASES.

I again invite the particular attention of Congress to the subject matter of leasing buildings and premises for post-offices.

The Department has been greatly embarrassed for the want of a well-defined law on this subject. I am of the opinion that it is the duty of the Government to provide buildings and proper facilities for the transaction of postal business.

The records show that roomy, well-arranged and well-furnished offices not only facilitate the transaction of business, but very largely increase the revenues of the Department. Suitable rooms with suitable fixtures can only be secured by leasing for a term longer than that now authorized by law, and longer delay in giving this authority will prove embarrassing to the Department and hurtful to the service.

ALLOWANCES FOR THIRD-CLASS OFFICES.

I renew the recommendation made last year that Congress provide for the office rent, fuel, light, stationery, and miscellaneous items at third-class post-offices. I know of no reason why these expenses should not be paid at third-class post-offices as well as at first and second class offices.

REVIEW OF THE SALARIES OF POSTMASTERS OF THE THIRD, FOURTH, AND FIFTH CLASSES, UNDER THE ACT OF MARCH 3, 1883.

Under the act of Congress approved March 3, 1883, as construed by the honorable Attorney-General of the United States, under date of February 13, 1884, and reaffirmed June 14, 1884, the work of reviewing the salaries of postmasters and ex-postmasters of the third, fourth, and fifth classes is now progressing as rapidly as possible with the limited force assigned to that duty.

The period covered by the said act is from July 1, 1864, to June 30, 1874, although under the biennial system of adjustments actual benefits which may accrue to postmasters date from July 1, 1866.

The aggregate additional amount found due to postmasters and ex-postmasters to the present time is \$158,447.73, \$45,213.80 of which has been provided for in "An act making appropriation to supply deficiencies in the appropriations for the fiscal year ended June 30, 1884," approved July 7, 1884, leaving the aggregate amount of \$113,233.93 unprovided for at this time.

The progress of this work to the present time is shown in the report of the First Assistant Postmaster-General.

In connection with this matter I invite the attention of Congress to the subject of fixing a limit to the presentation of claims of this character, and would respectfully suggest that some date in the near future, say January 1, 1886, be fixed as a limitation for the presentation of claims under the said act.

I also recommend that the estimate which has been made in the usual way for a temporary force of ten clerks for this service shall, if approved and authorized by Congress, be made to take effect from the

passage of the act in which the employment of the clerks shall be provided for.

INK AND PADS FOR CANCELING PURPOSES.

The appropriations for supplying post-offices, especially those of the fourth class, with ink and pads for stamping and canceling purposes have not been as liberal as the circumstances required. These articles are a necessity in all offices in order that the letters may be properly postmarked and the stamps effectually canceled. It is also desirable that they should be furnished by the Department, instead of by postmasters, and at their expense, as is now frequently the case, in order that uniformity in quality and color of ink used may be secured.

To secure perfect and uniform cancellation, every post-office in the country should be furnished with a complete outfit for that purpose. In addition to this an appropriation should be made for the purpose, and the Department should be empowered to procure the very best quality of indelible canceling ink, and furnish the same to every post-office. In no other way can the confusion and delay in the transmission and delivery of mail matter be remedied, and the loss of revenue to the Department from imperfect cancellation be saved.

EXTENT AND COST OF TRANSPORTATION, JUNE 30, 1884.

The statistics of the inland mail service, June 30, 1884, are as follows:

The number of routes in the star service was 11,729; the length of the routes, 226,779 miles; the annual transportation, 81,109,052 miles at a cost of \$5,089,941, being about 6.28 cents per mile.

The number of routes in the steamboat service was 117; the length of the routes 15,591 miles; the annual transportation, 3,882,288 miles, at an annual cost of \$596,573, being about 15.37 cents per mile.

The number of routes in the railroad service was 1,573; the length of the routes, 117,160 miles; the annual transportation, 142,541,392 miles, at a cost of \$15,012,603 (exclusive of \$3,979,362 for railway postal clerks), being about 10.53 cents per mile.

There were 4,908 contractors for carrying the mails on inland routes. The number of offices supplied by mail messengers was 5,295, at an annual cost of \$863,313.

The number of special offices was 2,423, each office being supplied by a special carrier whose compensation is not to exceed two-thirds of the salary of the postmaster.

An exhibit of the service, with tabular statements, appears in the report of the Second Assistant Postmaster-General, hereto annexed.

STAR SERVICE.

The star service is maintained with as much efficiency as is attainable under existing laws. There is need of new legislation touching this branch of the service, and I approve and strongly commend to the

favorable notice of Congress the bill prepared to meet this need by the Second Assistant Postmaster-General, which will be found in detail in his report. He is, from long experience, familiar with the needs of this service, having been instrumental in effecting already many reforms, and from these facts his comments upon the bill deserve due consideration.

The bill referred to aims to prevent the continuance of certain abuses in this branch of the postal service. If it should become a law it would have the effect of breaking up what is known as speculative bidding, which now secures, as shown by the Report of the Second Assistant Postmaster-General, "over three-fourths of the routes annually advertised," greatly to the detriment of the service. It would throw the contracts for carrying the mails, in great part, into the hands of persons residing on, or in the vicinity of, the various routes to be let, resulting in most instances in a vastly more efficient service. These desirable ends, together with the removal of some needless restrictions which now work to the disadvantage of both the carriers and the Government, will be attained by the passage of this bill, which has my unqualified approval as being in a line with other previous reforms in the star service.

The average annual cost of the star service for five years preceding 1884 has been \$6,194,802, with an average mileage of 75,960,055 miles, at a little over 8 cents per mile.

For the year ended June 30, 1884, the cost of the star service was \$5,089,941, with a mileage of 81,109,052 miles, at a cost of about 6 $\frac{1}{4}$ cents per mile. In other words, a large increase in the mileage has been accompanied with a very great reduction in the cost—the cost per mile being reduced nearly 24 per centum.

Section 620 of the regulations of 1879, which prescribed a method of adjusting compensation for expedition, has been rescinded, because it grew out of an unwarranted construction of the statute and was deemed unsafe.

The recommendations of the Second Assistant Postmaster-General in reference to the legislation that is needful are so moderate and yet so necessary that I am certain the star service will not attain to any higher grade of perfection until this legislation is effected.

RAILWAY SERVICE—ESTIMATES FOR PREVIOUS YEARS.

I would call attention to the difference that has existed in previous years between the estimates and the appropriations for railway transportation.

In practice, section 3679 Revised Statutes, which requires the Department to keep expenditures within the appropriations, has been inoperative so far as the railway mail transportation is concerned. An examination of the estimates submitted and the amounts appropriated since 1880 will disclose a wide divergence between the respective sums. There has resulted the necessity for a series of deficiency appropria-

tions which delay from nine to fifteen months the payments for regular service duly performed. This is neither business-like in the Department nor fair to the carriers, and can easily be corrected by annual appropriations sufficient to cover the cost of the whole service.

REVISION OF LAWS GOVERNING POSTAL TRANSPORTATION BY RAILROADS.

Since the last annual report the report of the committee on the revision of laws governing postal transportation by railroads has been submitted. This report has been printed, and its leading recommendations embodied in a bill which is now before Congress. The Second Assistant Postmaster-General has made an elaborate analysis of this whole question in a paragraph in his report, entitled "Railroad Rates," to which I would call careful attention. The largest single item of expenditure annually is for railway mail service, and it is important that the rates paid should be arrived at by some equitable method.

In 1834 the mails began to be carried on the railroads, and in the intervening fifty years legislation has touched this subject but four times; once (in 1838) to pay not more than 25 per centum above what stage-coach service would cost; once (in 1839) to fix a maximum of \$300 per mile; once (in 1845) to classify the roads and pay \$50, \$100, and \$300 per mile, with 25 per centum additional if one-half the service were performed at night; and again (in 1873) the present method was enacted. This system is an improvement on what went before, but is still objectionable, since it undertakes to pay for weight chiefly, and yet, as will be seen in the section of the Second Assistant Postmaster-General's report already referred to, the pay per ton per mile ranges from 8 to 96 cents. And this wide inequality is made greater by reason of the fact that the low rate of pay does not correspond to a low grade of service, nor the high rate to a high grade of service, but the reverse.

Manifestly there is need of once more revising this most important work, and I would strongly recommend that the bill proposed be given careful consideration, that, for the sake of economy and justice, this measure may become the law for the future guidance of this Department.

RAILWAY MAIL SERVICE.

All railway postal clerks are appointed for a probationary period of six months, during which time their fitness and capacity for the service are tested. They are examined monthly as to their knowledge of the postal laws and regulations, as well as the practical workings of their office. If, at the expiration of this probationary period, they have proven themselves competent, they are given a full appointment at class one. After an appointment in class one, all clerks are promoted, according to merit, when vacancies occur.

It usually takes a clerk several years to work his way up to class five, which is the highest grade. The clerks of this class are in charge

of an office in a car which is known as a railway post-office, and usually have several clerks under their direction.

There are at the present time about four thousand clerks in the railway mail service, many of them having been so employed a great number of years. The amount of special study that these clerks have devoted to the duties of their office would have made them proficient in almost any of the professions of life.

In the very nature of the case, the places of these skilled clerks, who have made their work a life study, cannot be filled with new appointees without great detriment to the service. The injustice to the men themselves might be left out of the question, but the system by which they have fitted themselves for their posts, and the maintenance of a good service, demand that this branch of the postal service be continued in the line of its present successful development.

As experienced clerks are absolutely indispensable to an efficient service, it could not do other than work confusion and delay to the whole mail system of the country if the present force should be set aside and new and inexperienced men be put in their places. About thirty per cent. of all clerks appointed fail to pass satisfactory examinations, and are retired. It will thus be seen that a far greater number of clerks have been appointed than are now in the service; but by this sifting process the Department has secured the most active and efficient clerks. And I venture to say that no more worthy, competent, and efficient corps of men can be found in any branch of the Government service.

During the past twelve years not a single clerk has been removed without good cause, and that cause has been incompetency, intemperance, or neglect of duty. By such means the clerks have, in great measure, felt secure in their tenure, and have devoted themselves with all energy to the best interests of the service. And, as the retention of the present force of postal clerks is essential to the integrity of the mail service—if the tenure of this class of employés cannot be made secure under the civil service law now on the statute books—I would recommend that Congress enact a law whereby railway postal clerks shall be secure in their positions, and be liable to removal only for one of the following causes, viz, incapacity for the duties of the office, disobedience of official instructions, inattention to or neglect of duty, intemperance, or conduct unbecoming a gentleman. Through such permanency the present method would be complete, and, with this safeguard thrown around them, the postal clerks would feel that they could give up all thought of other employment and devote all of their active life to the perfection of this branch of the public service, which now presents a good illustration of practical civil service, and needs only permanency to perfect it.

For years promotions have been made on merit alone. All the officers have worked their way up from the lowest grade to their present

positions, so that each and every man holds his situation by reason of his competency and thorough knowledge of the service.

I have dwelt in detail upon this feature of the needs of the Railway Mail Service because I deem it important. The present General Superintendent of the Railway Mail Service has frequently urged that this measure of permanency in appointment is necessary to the perfection of the mail service, and one of my predecessors transmitted a bill to Congress with his approval embodying the main features here set forth.

FAST MAIL SERVICE.

During the past year the service on the trunk lines has been very materially improved.

For some years the New York Central and Hudson River Railway and the Lake Shore and Michigan Southern Railway have been running a fast mail train, leaving New York at 8.50 p. m. and arriving at Toledo, Ohio, at 4.55 p. m. of the following day, making connection with the fast mail train on the Wabash, Saint Louis and Pacific Railroad, and a direct connection for Saint Louis. The mails for Chicago and the West, which formerly arrived at Toledo on this train, were held there about three hours and taken on a slow train to Chicago, arriving there at 6 a. m.

Commencing Sunday, March 9, 1884, an arrangement was made with the Lake Shore and Michigan Southern Railway Company whereby the train leaving New York at 8.50 p. m. was continued through from Toledo to Chicago as a special fast mail train, arriving at the latter point at 12.35 a. m. In connection with this an arrangement was made with the Chicago, Burlington and Quincy Railway Company to put on a special fast mail train to leave Chicago at 3 a. m., arriving at Omaha at 7 p. m. of the same day. This arrangement went into effect March 11, 1884.

The Chicago, Milwaukee and Saint Paul Railway Company also put on a fast mail train, leaving Chicago at 3 a. m., arriving at Saint Paul at 3.30 p. m. and at Minneapolis at 4 p. m. This train commenced running March 13, 1884.

In connection with the fast mail train on the Chicago, Burlington and Quincy Railway, the Illinois Central Railway Company changed the schedule of its main line so as to make a close connection with the fast mail on the Chicago, Burlington and Quincy Railway, north and south, at Mendota, Ill., and extended its through train from Freeport, Ill., to Dubuque, Iowa, connecting at the latter point with the train for La Crosse, Wis.

These changes on the several roads materially benefit all the Western States and Territories.

By a change of schedule secured upon the Union and Central Pacific railways, which took place soon after the establishment of the fast mail upon the Chicago, Burlington and Quincy Railway, a gain of one business day was made in the delivery of mails at San Francisco. The mail

leaving New York by the evening dispatch arrived in San Francisco at 7.40 a. m. instead of at 8.40 p. m., as formerly. Since that time the schedule has been changed, and this mail now arrives at San Francisco at 11.10 a. m.

The mail for Saint Paul and Minneapolis city delivery is assorted on the fast-mail cars before arrival at those places and given to the carriers at the depot, thus enabling them to make their delivery before the close of the business day. This is a material expedition, as this mail under the old arrangement would not arrive at those places until the next day. A change of schedule was secured on the Northern Pacific Railway, whereby its train left Saint Paul on arrival of the fast mail, making a gain of one full day at Portland, Oreg., and intermediate points.

SPECIAL FACILITIES.

The appropriation for special facilities on trunk lines for the present year is \$250,000. This amount, in my opinion, is being economically and judiciously expended, and great benefit accrues to the public by the expenditure. I therefore recommend a continuation of the appropriation for the coming year, with the increase recommended by the Second Assistant Postmaster-General, making a total of \$266,764.50. In my opinion the fast mail system should be continued and extended as rapidly as circumstances will permit.

FOREIGN MAIL SERVICE.

The total weight of the mails dispatched to Postal Union countries, exclusive of Canada, during the last fiscal year was 1,215,572,391 grams, or 2,679,851 pounds, an increase of 146,861 pounds over the preceding year. The weight of the letter and post-card mails was 225,841,232 grams, or 497,889 pounds, and of the printed matter and sample mails 989,731,159 grams, or 2,181,961 pounds, an increase compared with the preceding year of 16,412 pounds of letters and post-cards, and 130,448 pounds of printed matter and samples. Compared with the weights for the fiscal year 1883 the percentage of increase for letters and post-cards is 3.41 per cent.; for printed matter and sample mails, 6.36 per cent., and for all the mails 5.8 per cent.

Of the correspondence dispatched 39.77 per cent. of the letters and post-cards and 40.92 per cent. of the printed matter, samples, &c., were sent in mails to Great Britain; 23.14 per cent. of the letters and post-cards and 17.28 per cent. of the prints, samples &c., were sent in mails to Germany; 28.86 per cent. of the letters and post-cards and 20.65 per cent. of the prints, samples &c., were sent in mails to other countries of Europe and Turkey in Asia, and 8.23 per cent. of the letters and post-cards and 21.15 per cent. of the prints, samples &c., were sent in mails to Postal Union countries of the western hemisphere (excepting Canada), the Pacific Ocean, Asia (excepting Asiatic Turkey), and Australasia.

The cost of the ocean transportation of mails to and from foreign ports was \$332,221.21, an increase of \$15,699.08, or nearly 5 per cent. over the cost of the same service in 1883. Of this amount \$275,962.74 was for trans-Atlantic service, \$19,125.78 for trans-Pacific service, and \$37,132.69 for West Indian, Mexican, Canadian, Newfoundland, and Central and South American service.

For the territorial and maritime transit of United States mails forwarded through intermediary Postal Union countries during the year there has been allowed, in accounts settled with said countries, the sum of \$30,379.00, and for the United States territorial and maritime transit of the mails of other countries this Department has received credit in such accounts for the sum of \$105,623.51, of which \$102,867.42 was for the trans-continental transit between New York and San Francisco of the British and Australian closed mails.

A count of mail matter exchanged with foreign countries, taken during seven days in each of the months of October, 1883, and April, 1884, furnishes the following approximate estimate of the foreign mail exchanges during the last fiscal year:

Total number of letters sent.....	33, 328, 014
Total number of letters received.....	28, 404, 035
Total number of packets of newspapers, other printed matter, business papers, and samples of merchandise sent.....	21, 009, 512
Total number of such packets received.....	22, 267, 345
Total number of registered packages sent.....	574, 576
Total number of registered packages received.....	666, 971
Total number of postal cards sent.....	1, 672, 458
Total number of postal cards received.....	1, 288, 673
Prepaid postages on letters sent	\$1, 511, 947. 80
Prepaid postages on printed matter, &c., sent	\$468, 293. 46
Registration fees on packages sent	\$57, 457. 60
Unpaid postages on letters and other matter received.....	\$134, 481. 17
Total postages and registration fees collected in the United States	\$2, 198, 029. 00

It is also shown by this count—

1. That of the correspondence exchanged in both directions, 54 per cent. of the letters, 56 per cent. of the post cards, 49 per cent. of the newspapers, other prints and business papers, and 36 per cent. of the samples of merchandise were dispatched from the United States.

2. That 97.6 per cent. of the letters sent from the United States were fully prepaid, 1.9 per cent. were unpaid or insufficiently prepaid, and 45 per cent. were free of postage.

3. That 95 per cent. of the letters received from foreign countries were fully prepaid, 4.65 per cent. were unpaid or insufficiently prepaid, and 35 per cent. were free of postage.

4. That the amount of postage collected in the United States on unpaid or partially prepaid mail matter received from abroad was nearly 84 per cent. of the total unpaid postage, and \$108,637.20 in excess of the amount of the unpaid postage on mail matter sent.

POSTAL CONVENTION WITH MEXICO.

I had the satisfaction of concluding, on the 20th of October last, with Señor Romero, the Mexican minister, a special postal convention with Mexico, the terms of which had been arranged by my immediate predecessor, Postmaster-General Gresham, and Minister Romero, representing the Mexican Government.

This convention requires ratification by the President and Congress of the Mexican Republic and approval by the President of the United States, and provides for going into operation January 1, 1885. It will materially improve and facilitate postal intercourse between the two countries by its application, to the international exchanges, of the domestic postal regulations and conditions of either country, and dispensing, consequently, with the necessity for the special exchange treatment of mail matter required under the regulations of the Paris convention, and which can only be applied by exchanging post-offices in either country at which the mails must necessarily be detained for such treatment, thereby suffering loss of expedition.

A special arrangement has been concluded with the postal administration of the Argentine Republic increasing the limits of weight and dimensions of packets of samples of merchandise exchanged in the mails between that Republic and the United States from 250 grams ($8\frac{3}{4}$ ounces) in weight, and 20 centimeters (8 inches) length, 10 centimeters (4 inches) breadth, and 5 centimeters (2 inches) depth, as prescribed by article 5 of the convention of Paris, to 350 grams (12 ounces) weight, 30 centimeters (12 inches) length, 20 centimeters (8 inches) breadth, and 10 centimeters (4 inches) depth.

A copy of this arrangement is appended (see p. —, Appendix).

IMPROVED SERVICE BETWEEN THE UNITED STATES AND MEXICO.

In consequence of the inauguration of Mexican postal services on the railway lines connecting at the frontier with United States railway mail services, particularly on the line which connects the two countries at El Paso, Tex., and furnishes an unbroken railway route between Vera Cruz, by the way of Mexico City, and the United States, the mails to and from nearly all points in Mexico are now exchanged by railway. Heretofore the great bulk of mail matter was conveyed by sea to and from Vera Cruz, requiring more than twice the time for the transit now taken. This change and the further improvement of Mexican interior postal services which may be confidently looked for in the near future, together with the putting into operation of the special international postal convention elsewhere noticed, will complete a system of postal intercourse between the two republics indispensable to their growing commercial relations, and promotive of international amity.

A new steamship service between New Orleans, La., and Colon, United States of Colombia, touching at ports on the east coasts of Costa Rica

and Nicaragua, recently started, has been employed to a limited extent for the conveyance of mails to the ports alluded to. The shorter route and trips of this service, as compared with the service between New York and Central American ports, make its use for mail conveyance very desirable, should it be permanently established with regular periods of dispatch, in which case the mails for Central and South America originating in the southern and southwestern portion of the United States would be more advantageously forwarded by way of New Orleans than from New York.

EXPEDITION OF THE MAILS TO ENGLAND.

There has been some correspondence between this Department and the general post-office department of Great Britain relative to improving the mail service from that country to the United States.

All mails from New York to Great Britain are forwarded by the steamers which promise the speediest delivery of the mails, without regard to what line the steamer belongs to or the day of sailing.

On the other side a different practice has prevailed, the British mails for this country being dispatched on stated days and by particular steamers without regard to their rate of speed. The result has been that United States mails for Great Britain are generally delivered more speedily than those from that country to this, and it frequently happens that goods ordered from England by American merchants are received some days in advance of the mail containing the invoices. An effort was recently made by the British Department to improve their service in this regard, but it was not successful. In a letter addressed to the late Hon. Henry Fawcett, British Postmaster-General, on the 20th of September, 1884, his attention was respectfully called to the disadvantages resulting to commerce from not sending the mails by the fastest steamers. In his reply, dated October 9, that eminent official—whose recent death Americans in common with his own countrymen deplore—says:

“I need hardly say that it is equally a source of regret to Her Majesty’s Government and to myself personally that our efforts to carry out this desirable change have resulted in temporary failure, owing to some of the principal steamship companies on the Atlantic line refusing to tender their ships for mail service under the altered conditions proposed by the post-office. It was absolutely impossible, with the offers received, to provide an efficient mail service on the days fixed by this Department as most convenient to the public; and in the circumstances, I found it necessary to renew for twelve months the mail agreement which has for some years existed with the Cunard, Inman, and White Star Companies. I still hope to be able to improve the service at no very distant date.”

It is hoped that the untimely death of Mr. Fawcett will not prevent this desirable reform in the British mail service from being pressed to a successful conclusion.

COMPENSATION TO AMERICAN VESSELS CARRYING THE MAILS.

The compensation for transporting the mails to foreign ports by American vessels has always been restricted to a sum not exceeding the sea and inland postage, and the authority for the payment of even that inadequate compensation has been removed. For many years the proprietors of American steamships carrying our mails to distant ports have complained of the insufficiency of the compensation allowed for that service. I am firmly of the opinion that the sea and inland postage is not a reasonable compensation to such lines of American steamships as carry our mails over routes of great length to trans-Pacific, Central, and South American ports.

I am not alone in this opinion. At the second session of the Forty-seventh Congress, Mr. Dingley, from the Joint Select Committee on American Shipping, on the 15th of December, 1882, submitted a report of a joint committee of the Senate and House, in which they unanimously reported as follows :

“The law as it exists (section 3976, Rev. Stat.) compels the master of every American vessel engaged in the foreign trade to carry such United States mails as may be tendered him by the Post-Office Department, and allows him as compensation for such service a sum not exceeding two cents per letter carried. In no case is this an adequate compensation, and in some instances it does not pay the cost to the vessel of delivering the mails at the post-office in the port of arrival. The pay to United States vessels in the foreign trade for transporting the mails in 1880 was only $2\frac{1}{2}$ cents per mile, while at the same time the steamers on our coast which contracted to carry the mails received $57\frac{1}{2}$ cents per mile for mail service. The contrast between our inadequate mail pay to American vessels engaged in the foreign trade and the very liberal mail pay given by Great Britain to her steamship lines only serves to show more clearly the injustice and unwisdom of our policy. Since 1840 England has paid more than \$250,000,000 for mail service, with the deliberate purpose of establishing and maintaining steamship lines to connect the United Kingdom with all parts of the world. Even in the last year she paid about \$3,000,000 to her steamship lines for mail service, which was \$1,641,300 more than she received from mail matter transported by them.”

It is not my purpose to recommend any one of the different measures now pending before Congress in which provision is made for compensating the owners of American vessels for transporting the mails, but to call attention to the embarrassment placed upon the Department by the repeal of sections 3976 and 4203, Revised Statutes, and to suggest that some measure be speedily adopted that will give the Postmaster-General power to enter into contract with American vessels carrying the mails from and after April 1, 1885.

Under existing laws the Postmaster-General has very large discretionary power in regard to the inland mail service, with authority to contract for, to expedite, and, under certain circumstances, to increase or reduce the compensation therefor, as the good of the service or the public interests may require. By analogy there would seem to be no impropriety in vesting the Postmaster-General with a like discretionary authority, under carefully guarded legislation, in regard to the transportation of our foreign mails.

A fair compensation for carrying the mails to the owners of American vessels plying between our own and foreign ports will, in my opinion, do much to encourage the establishment of American lines of ocean steamers, and advance, in a very large degree, the commercial prosperity of this country.

UNIVERSAL POSTAL UNION.

The adjourned meeting of the Congress of the Universal Postal Union, originally fixed to be held at Lisbon, Portugal, in May last, afterward postponed until October 1, last, and subsequently further postponed in consequence of the prevalence of cholera in portions of Europe, will meet in the city named on the 3d of February next, for the purpose of improving the system of the Union in the light of the experience of its practical workings during the last nine years. Many important modifications of the Paris Convention and regulations are proposed for consideration and decision by the Congress, and the United States has special interest in most of them. Hon. William T. Otto and James S. Crawford, esq., superintendent of foreign mails of this Department, have been appointed the delegates to represent the United States in said Congress.

THE AUSTRALIAN MAILS.

I invite attention to the subject of the mail steamship service between San Francisco and the Australian colonies, which was the subject of extended remark by Postmaster-General Gresham in his report for 1883. The contract for this service between the colonies of New South Wales and New Zealand and the Pacific Mail Steamship Company, which was renewed to go into operation in November, 1883, contains a provision to the effect that New South Wales may withdraw from the contract at the end of twelve months in the event of the Pacific Mail Company not having obtained from the United States Government, or from other sources, a contribution equal to one-third of the total annual subsidy (£50,000) for the contract, and in diminution of the contribution payable by the contracting colonies respectively. The interest of New South Wales in this mail service is naturally much diminished since it entered into contract for a service by the way of Suez, and thus secured a weekly mail service by British steamers between England and Australia.

It seems to be very evident that American aid and a lessening of the time of the service by the way of the San Francisco route, by which it will be made the most expeditious, will be necessary to the maintenance of the latter route, in the continuance of which, for commercial reasons, the United States is largely interested.

MAIL DEPREDATIONS.

The chief Post-Office Inspector sets forth very fully the operations of this branch of the service. The duties devolving upon the Inspector's force are as important as they are difficult and intricate to perform. They are, or should be, the trusted and confidential agents of the Postmaster-General. On these officials must the head of the Department rely to a very great extent in his efforts in behalf of the purity and efficiency of the service. They should be selected not because of the political influence they may be able to bring to bear upon the appointing power, but with an eye single to their special qualifications and fitness for the work required of them.

The total number of cases referred to inspectors for investigation during the year was 50,410; the total number of arrests made for violation of postal laws was 756.

THE POSTAL MONEY-ORDER SYSTEM.

At the close of the last fiscal year there were 6,310 money-order offices, an increase of 383 over the previous year. Their transactions aggregated \$122,121,261.98 in domestic money-orders issued and \$121,971,082.80 in domestic orders paid and repaid, \$7,688,776.53 in international orders issued and \$3,571,066.36 in international orders paid and repaid, the total issues being \$129,810,038.51 and the total payments and repayments \$125,542,149.16. There were received from the public fees amounting to \$950,065.79 on domestic orders issued and to \$170,102.35 on international orders issued, a total of \$1,120,168.14. These totals show gains over the fiscal year 1882-'83 of 4.08 per cent. in the domestic business, and 4.54 per cent. in the international business, and losses of 13.77 per cent. in domestic fees, and .08 per cent. in international fees.

The gross revenue for the year from domestic business was \$241,741.84; from the international money-order business for 1882-'83 it was \$128,665.64, and for 1883-'84 \$115,191.21. After deducting all ascertainable expenses of every kind there was a net profit of \$244,856.81.

POSTAL NOTES.

The following statistics of the postal-note business for the first ten months of its operation, from September 3, 1883, to June 30, 1884, are interesting, inasmuch as they exhibit the large field which this new means of remitting small sums has already occupied, and show the re-

lation, in extent of business done, between the postal notes and the money-orders:

Number of postal notes issued.....	3, 689, 237
Amount of postal notes issued.....	\$7, 411, 992 48
Number of postal notes paid.....	3, 350, 314
Amount of postal notes paid	7, 155, 379 52
Amount of postal notes repaid.....	98, 741 43
Amount of fees received.....	110, 282 88

Of the total number of transactions the money-orders comprised 68 per cent. and the postal notes 32 per cent. The revenue derived from postal notes up to the close of the fiscal year amounted to \$33,893.39.

MONEY-ORDER FEES AND CLERK-HIRE.

I cannot too strongly urge upon Congress the necessity of so amending the law as to permit the depositing of all fees received from the issue of money-orders and postal notes in the Treasury with other postal receipts. Under a construction of the present law a clerk in a post-office paid from the regular allowance for clerk-hire made by the First Assistant Postmaster-General is not permitted to do any part of the labor required in making out and paying money-orders. This is absurd. Postmasters at first, second, and third class offices should not be allowed any portion of the money-order and postal-note fees. These fees should go entire into the receipts of the various offices, and a sufficient allowance should be made for clerical assistance, without reference to the class of work performed.

A CHANGE IN THE POSTAL-NOTE SYSTEM.

I fully approve the Superintendent's suggestion that the law authorizing the issue of postal notes be so amended as to permit such notes to be drawn payable, like money-orders, to a designated individual or his indorsee, when the purchaser desires it. This may be accomplished by authorizing the issue of an advice at the request of the purchaser, which shall make the note payable only to the person named therein or his indorsee, and such advice, it is thought, may conveniently be drawn upon a "penalty card," to be sent in the open mail without envelope, like a return registry receipt. An advice should be issued only when the remitter of a note desires it, and in all other cases postal notes would be payable to the bearer, a feature which, it is believed, is very acceptable to a large class of the patrons of the system, inasmuch as it obviates the necessity of identifying the holder at the office of payment. Whenever an advice would be issued it would be necessary to keep at the office of issue and of payment a record of the name of the remitter and that of the payee of the note, by means of which record a claim to ownership could be established.

REDUCTION OF MONEY-ORDER FEES.

I also concur in the recommendation of the Superintendent that the fee for money-orders not exceeding \$5 be reduced from 8 cents to 5 cents. From the statement in tabular form annexed to his report it appears that, of the money-orders paid at ten large representative post-offices, five Northern and five Southern, during the week ended October 25, 1884, 359 in every 1,000 orders were for sums not exceeding \$5. Assuming this ratio to hold good throughout the United States, a reduction of the fee on such orders to 5 cents would have occasioned last year a loss of \$84,282.72; a loss which the system, with its present revenue, can well afford.

POST-OFFICE DEPARTMENT BUILDING.

The attention of Congress is invited to the necessity of providing additional accommodations for this Department by the extension of the present building. A bill was introduced in the Senate May 15, 1882, and reported, with amendments, from the Committee on Public Buildings and Grounds, June 15, 1882 (Senate bill 1879, Forty-seventh Congress, first session), to provide for the purchase of a site upon which to erect an extension of the Post-Office Department building. The bill gave authority to purchase or take for the public use that portion of Eighth street, between E and F streets northwest, and also the square numbered 406, bounded by E and F, and Eighth and Ninth streets northwest.

I urgently recommend that the relief sought by this bill be granted by Congress. The present building is now, and has been for a considerable period, totally inadequate to the needs of the service. Business in two divisions of the Department is now conducted in two buildings rented for the purpose, and in one of these the space is already insufficient. It is unnecessary to point out the disadvantages under which the work of the Department is carried on with two divisions located at a distance from each other, and the still greater detriment of having other divisions, or portions of them, removed to rented premises if additional space is not soon provided.

The continued overcrowding of rooms entails impediments to the proper transaction of business. The space required for the storage of the rapidly increasing volume of files and records has been exhausted.

The plan contemplated by the bill referred to was the extension of the present building over the whole of the square mentioned, and an addition to the height of the structure. Provision could thereby be made for the use of a part of the building for the post-office of the city of Washington, giving a central and otherwise convenient location, ample room, with excellent facilities for distribution and other clerical

work, and equal facilities for the receipt and dispatch of mails by wagons.

Prompt action is necessary, because considerable time must necessarily elapse, under the most favorable conditions, before the whole or a part of the extension can be completed and be made available for the use of this Department.

FRANK HATTON,
Postmaster-General.

The PRESIDENT.

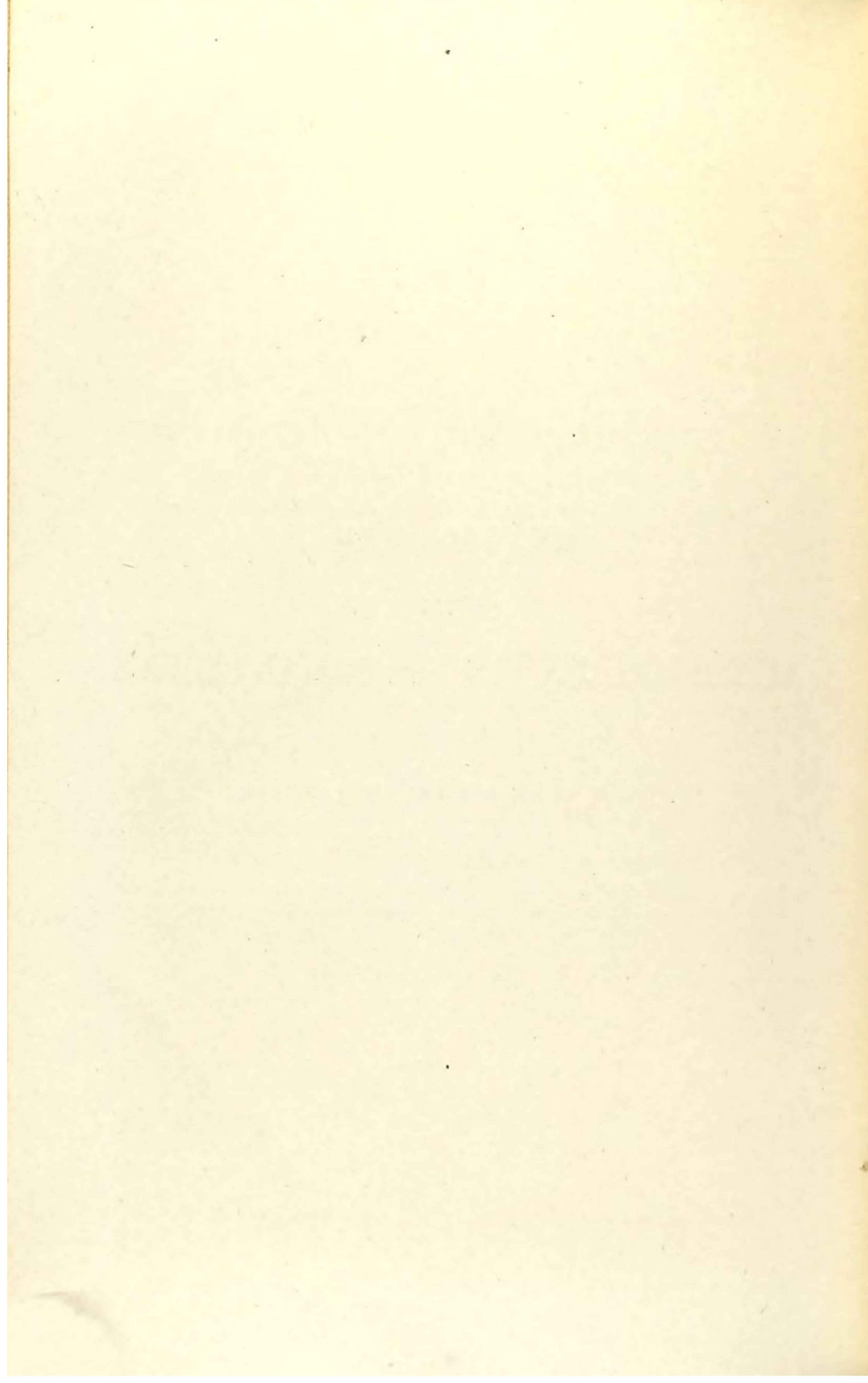
ESTIMATES

OF THE

APPROPRIATIONS FOR THE POSTAL SERVICE

FOR THE

FISCAL YEAR ENDING JUNE 30, 1886.



ESTIMATES

OF THE

APPROPRIATIONS FOR THE POSTAL SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1886.

OFFICE OF THE POSTMASTER-GENERAL.

Mail depredations and post-office inspectors, and fees to United States marshals, attorneys, &c	\$250,000 00
Advertising	20,000 00
Miscellaneous items in the office of the Postmaster-General.....	1,500 00

OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL.

Compensation to postmasters	13,000,000 00
Compensation to clerks in post-offices.....	5,300,000 00
Payment to letter-carriers and the incidental expenses of the free-delivery system	4,535,000 00
Wrapping-paper	35,000 00
Twine	95,000 00
Marking, rating, and canceling stamps, and ink and pads.....	25,000 00
Letter-balances, test-weights, and scales	20,000 00
Rent, light, and fuel for post-offices.....	500,000 00
Office furniture	40,000 00
Stationery in post-offices.....	65,000 00
Miscellaneous and incidental items	80,000 00

OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL.

Inland mail transportation—railroad routes.....	15,684,205 00
Inland mail transportation—steamboat routes.....	615,000 00
Inland mail transportation—star routes.....	5,900,000 00
Railway post-office-car service.....	1,875,000 00
Necessary and special mail facilities on trunk lines.....	266,764 50
Compensation to railway-postal clerks	4,682,300 00
Compensation to mail messengers.....	975,000 00
Mail locks and keys	20,000 00
Mail bags and mail-bag catchers.....	275,000 00
Miscellaneous items	1,000 00

OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL.

Postage stamps.....	174,000 00
Postage-stamp agency	8,160 00
Stamped envelopes and newspaper wrappers.....	749,000 00
Stamped-envelope agency	16,000 00
Postal cards	239,000 00
Postal-card agency.....	7,300 00
Registered-package envelopes, locks and seals, and post-office and dead-letter envelopes	140,000 00
Ship, steamboat, and way letters	2,000 00
Engraving, printing, and binding drafts and warrants.....	2,000 00
Miscellaneous items	1,000 00

OFFICE OF THE SUPERINTENDENT OF FOREIGN MAILS.

Transportation of foreign mails.....	\$425,000 00
Balances due foreign countries.....	75,000 00
Total	<u>56,099,169 50</u>

POSTAL REVENUE.

Estimated amount which will be provided by the Department from its own revenues, viz:	
Ordinary postal revenue.....	\$50,872,820 24
Money-order receipts.....	400,000 00
	<u>51,272,820 24</u>

DEFICIENCY IN POSTAL REVENUE.

Leaving a deficiency in the revenue of the Post-Office Department to be provided for out of the general Treasury.....	4,826,349 26
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FRANK HATTON,
Postmaster-General.

OFFICE OF THE POSTMASTER-GENERAL,
November 10, 1884.

POST-OFFICE DEPARTMENT,
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 10, 1884.

SIR: In compliance with your directions I have compiled and herewith beg to submit for your action table of estimates of appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1886. The papers from the several Bureaus, marked from A to E, upon which the table was prepared, are also inclosed.

Very respectfully, &c.,

A. D. HAZEN,
Third Assistant Postmaster-General.

Hon. FRANK HATTON,
Postmaster-General.

A.

POST-OFFICE DEPARTMENT,
OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., October 9, 1884.

SIR: In response to your communication of recent date, I submit herewith estimates of the amounts required to be appropriated for the office of the Postmaster-General for the fiscal year ending June 30, 1886:

Mail depredations and post-office inspectors, including amounts necessary for fees to United States marshals and attorneys	\$250,000
Advertising	20,000
Miscellaneous items in office of Postmaster-General.....	1,500
Total	<u>271,500</u>

Very respectfully,

C. M. WALKER,
Chief Clerk.

MADISON DAVIS, Esq.,
Acting Third Assistant Postmaster-General.

B.

POST-OFFICE DEPARTMENT,
OFFICE OF FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 30, 1884.

SIR: I submit the following estimates of the appropriations deemed necessary for the use of this office for the fiscal year ending June 30, 1886:

For compensation to postmasters.....	\$13,000,000
For clerks in post-offices.....	5,300,000
For free-delivery service.....	4,535,000
For rent, light, and fuel.....	500,000
For office furniture.....	40,000
For stationery in post-offices.....	65,000
For miscellaneous and incidental items.....	80,000
For wrapping twine.....	95,000
For wrapping paper.....	35,000
For letter balances, scales, and test weights.....	20,000
For postmarking and rating stamps, and ink and pads for stamping and canceling purposes.....	25,000
Total.....	23,695,000

This amount is \$3,495,976.17 more than the expenditures (\$20,199,023.83) for the past fiscal year, and \$2,980,000 greater than the appropriation (\$20,715,000) for the current year.

COMPENSATION TO POSTMASTERS.

The following were the estimates, appropriations, expenditures, and deficiencies for this item for the two past fiscal years:

	1882-'83.	1883-'84.	Increase.
			<i>Per cent.</i>
Estimates.....	\$8,800,000 00	\$10,134,091 25	13.1
Appropriations.....	8,800,000 00	{ 9,250,000 00 }	19.6
		{ 1,700,000 00 }	
Expenditures.....	10,315,394 46	11,283,830 87	8.5
Deficiencies.....	1,515,394 46	333,830 87	77.9

The appropriation for the current year for this item is \$11,000,000, while the estimate submitted was \$10,134,094.25. This appropriation is \$283,830.87 less than the expenditure for the fiscal year 1883-'84. The expenditures for the last fiscal year exceeded those for the previous year in the sum of \$968,436.41 or 8.5 per cent. It was estimated in the last annual statement that, unless Congress should make an additional appropriation for this purpose the deficiency for 1883-'84 would be about \$2,000,000. That body became satisfied, after full investigation of the matter, that the original appropriation of \$9,250,000 was insufficient, and, on the 7th day of July last, appropriated the further sum of \$1,700,000 for this item, making \$10,950,000 in all for the last fiscal year. Notwithstanding this action the amount was inadequate, and a deficiency exists for the year of \$333,830.87.

The causes for this great increase (\$968,436.41) of the expenditures for the year 1883-'84 over those of 1882-'83 are known to have been mainly the reduction in the letter rate of postage and the increased rate of commission paid to postmasters, both of which were in full effect during the last nine months of the past fiscal year.

COMPENSATION TO POSTMASTERS.

For third quarter 1883, ended September 30	\$2,908,654 19
For fourth quarter 1883, ended December 31	2,744,327 56
For first quarter 1884, ended March 31	2,838,040 46
For second quarter 1884, ended June 30	2,792,808 66
Total	11,283,830 87

It will be seen that the largest quarterly expenditure for the year was that for the one ended September 30, 1883, which is accounted for by the fact that for the period named postmasters were receiving the new and increased commissions upon the old or 3-cent letter rates, which was not the case during the remainder of the year. With present information it is difficult to account for the great variation in the amounts expended for the last three quarters; but it may, in part, be attributed to the depression in business which has prevailed in different parts of the country.

From the above statement, it will be observed that the quarterly expenditures for compensation of postmasters for the year 1883-'84 do not furnish any reliable basis for an estimate for the item for 1885-'86. It will be seen, however, that the increase of the expenditures (\$11,283,830.87) for the fiscal year 1883-'84 over those (\$10,315,394.46) for the year 1882-'83 was \$968,436.41, or about 8.5 per cent. Estimating the increase for the current year at the same per cent., and on the expenditures of the past year, we have an estimate for compensation to postmasters for the present year \$12,242,956.49, which is \$8,043.51 less than the estimate for 1884-'85, which was submitted in the statement of this office last year. On the presumption that the increase of expenditure for this item for 1885-'86 will be at least 9 per cent. greater than the estimated expenditure (\$12,242,956.49) for 1884-'85, it would make as the possible expense for compensation to postmasters for the year 1885-'86, the sum of \$13,344,822.57.

In view, however, of the greatly reduced receipts of the Department for the past fiscal year, and the possible continuance of the depression in business for some months longer, I do not feel warranted in placing the estimate for this item for the fiscal year 1885-'86 at a higher amount than \$13,000,000.

Before the adjournment of the next session of Congress the returns for the quarter ending September 30, 1884, will be available, and possibly they may furnish such information as will warrant a revision of this estimate.

FREE-DELIVERY SERVICE.

The estimates, appropriations, and expenditures for this service for the past two fiscal years were as follows:

	1882-'83.	1883-'84.	Increase.
			<i>Per cent.</i>
Estimates	\$3,000,000 00	\$3,600,000 00	20.00
Appropriations	{ 3,000,000 00	{ 3,500,000 00 }	9.83
	{ 200,000 00	{ 14,653 40 }	
Expenditures	3,173,336 51	3,504,206 52	10.40

Regular appropriation for the current fiscal year	\$4,000,000
Special appropriation for the pay of substitutes for carriers on vacation	50,000

Total appropriation and probable expenditure	<u>4,050,000</u>
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Estimate for fiscal year beginning July 1, 1885.

For increased pay of carriers, act of August 2, 1882	\$220,000
For increase in number of carriers, say 300, at \$600 each per annum.....	180,000
For establishing service in additional cities.....	50,000
For increase in incidental expenses.....	20,000
For increased amount necessary to pay substitutes for carriers on vacation	15,000
Total	4,535,000

The cost of giving vacations to carriers will probably reach \$100,000 this year, the amount recommended to Congress; only \$50,000 was appropriated, leaving \$50,000 to be paid out of the regular appropriation.

CLERKS IN POST-OFFICES.

The following were the estimates, appropriations, and expenditures for the purpose during the past two fiscal years :

	1882-'83.	1883-'84.	Increase.
			<i>Per cent.</i>
Estimates.....	4,235,000 00	4,850,000 00	14.52
Appropriations.....	4,385,000 00	4,775,000 00	8.89
Expenditures.....	4,367,079 41	4,735,058 42	8.43

From the above statement it will be observed that the amount expended for this item during the past fiscal year is placed at \$4,735,052.42, which was the sum for which vouchers were furnished and also the amount actually recorded by the Auditor for this Department. Nevertheless, the total sum authorized by this office to be expended amounted to \$4,765,103.59, or \$30,051.17 more than that reported by the Auditor. Considering only the amount authorized and allowed by this office, there remains unexpended of the appropriation for clerk-hire for the last fiscal year only \$9,846.41.

The appropriation for the present fiscal year is \$4,900,000, an increase of only \$125,000, or 2.6 per cent., over the appropriation for the previous year. The appropriation for that year was \$4,775,000, being an increase of \$390,000, or 8.8 per cent., as compared with the following year.

As an evidence of the increase of the postal service in this respect, your attention is invited to the fact that during the past year 3,917 allowances for clerk-hire were made; an increase of 1,159, or 42.01 per cent., as compared with the year 1883, and 2,581, or 193.2 per cent., over the year 1882.

The increase of the postal service, especially the large increase of letter mail occasioned by the reduction of postage from 3 to 2 cents, has made additional clerical assistance absolutely necessary in almost every office of the first, second, and third classes. From the best data obtainable it is estimated that in all of the offices the additional clerical labor required is about 20 per cent. Post-office clerks, as a rule, are underpaid; their duties are exacting, and require close attention. The "separating clerks," or clerks at offices where mail is distributed for other offices, are especially deserving of consideration. Their salaries are not sufficient to induce them to take a proper interest in their work.

During the past year this class of offices ("separating") has been given much attention, and the list of offices has been increased from 1,633 to 2,309, and the average allowance from \$196.31 to \$247.61.

This improvement should be continued, and will be carried forward as rapidly as appropriations for the service will warrant.

On account of the inadequate appropriation for clerk-hire for the present year, the Department was obliged to make reductions in the allowances at a large number of post-offices in order to bring the expenses for this service within the appropriation, as fixed by Congress. Although this reduction was necessary, it was an apparent injustice to many postmasters whose allowances were already too small. I am of the opinion that the Government should make ample appropriations for this service, and not compel postmasters, as is done in many instances, to pay part of the expense for suitable clerical service (especially in offices of the Presidential class) from their own funds.

At the present time 716 applications for allowances for clerk-hire from postmasters are on the files of this office, held up on account of the exhausted state of the appropriation for clerks in post-offices.

In view of these facts I recommend that an appropriation of \$5,300,000, which is an increase of 8.16 per cent. over that for the present year, be made for the fiscal year ending June 30, 1886.

RENT, LIGHT, AND FUEL.

The estimates, appropriations, and expenditures for this purpose for the past two fiscal years were as follows:

	1882-'83.	1883-'84.	Decrease.
			<i>Per cent.</i>
Estimates.....	\$450,000 00	\$450,000 00	.....
Appropriations	450,000 00	{ 440,000 00 5,000 00	1.11
Expenditures	431,039 77	430,294 58	.17

In the preceding estimates for clerks in post-offices a difference is referred to between the amount reported by the Auditor for this Department as having been paid out during the year and the amount actually allowed by the office of the First Assistant Postmaster-General. This is also the case in regard to the item for rent, light, and fuel. The amount reported by the auditor as having been expended during the year for which vouchers were filed by postmasters is \$430,294.58, while really the whole amount of the appropriation (\$445,000) was allowed and authorized by this office to be paid out, and vouchers for the same will be furnished by postmasters in due course of business.

The appropriation for the present fiscal year is \$480,000, an increase of \$35,000, or 7.86 per cent., over the appropriation made for the past year, including the supplemental appropriation of \$5,000 in the act approved July 7, 1884, "making provisions for deficiencies for the fiscal year ended June 30, 1884."

Under existing law, allowances for rent, fuel, and light are made only for offices of the first and second classes, or where the receipts accruing at respective offices entitle the postmasters to annual salaries of \$2,000 and upwards.

For a number of years past the appropriations for rent, fuel, and light for post-offices have been inadequate for the requirements of the service, and the postmasters have been in the habit of paying the annual cost for these items, frequently largely in excess of the allowances made by this office, in the hope that at the close of the fiscal year the Department would provide for the excess over and above the regular allowances.

For the fiscal years 1883 and 1884, however, the limited appropriations compelled the Department to decline most of the requests of this character. The appropriation of \$480,000 for the present year, I am glad to say, has enabled the Department to adjust the allowances for rent, fuel, and light at amounts sufficient to cover the actual cost of these items for the present year. This is the first time in the history of the Department that the allowances for these items have been adjusted to meet the actual needs of the service.

The estimate for the fiscal year ending June 30, 1886, has been fixed at \$500,000. This amount will be absolutely needed to cover the cost of rent, fuel, and light for post-offices for the fiscal year named. I therefore recommend that an appropriation of \$500,000 be made for this purpose.

OFFICE FURNITURE.

The estimates, appropriations, and expenditures for this purpose for the past two fiscal years were as follows :

	1882-'83.	1883-'84.	Increase.
			<i>Per cent.</i>
Estimates.....	\$25,000 00	\$30,000 00	20.00
Appropriations	20,000 00	25,000 00	25.00
Expenditures	19,815 38	9,690 96	Dec. 51.09

The appropriation for this item, including safes for post-offices for the current year, is \$40,000, an increase of \$10,000 over that of the past year. The appropriation for the fiscal year ended June 30, 1884, was \$25,000. The expenditures for the same year amounted to \$9,690.96, leaving a balance of \$15,309.04. This balance was occasioned by the delay in securing acceptable bids for safes for post-offices. Bids were invited for safes, but, owing to delays in securing proper bids for the lowest amounts from responsible parties, contracts were not approved by the Department until August 9th of the present fiscal year. The cost of the safes, therefore, had to be charged to the appropriation for this year.

Safes and furniture, under existing law, are allowed only at offices of the first and second classes. There are now 485 of these offices, and a number of them are in need of suitable furniture and safes, in order to facilitate the distribution and dispatch of mail and for the better protection of registered matter.

In view of these facts, I recommend that the unexpended balance of the appropriation for furniture for the past year be reappropriated, together with a sum sufficient to make the appropriation for furniture and safes for post-offices for the fiscal year ending June 30, 1886, equivalent to \$40,000.

MISCELLANEOUS AND INCIDENTAL ITEMS.

The estimates, appropriations, and expenditures for this purpose for the past two fiscal years were as follows :

	1882-'83.	1883-'84.	Decrease.
			<i>Per cent.</i>
Estimates	\$100,000 00	\$90,000 00	10.00
Appropriations	90,000 00	90,000 00	.....
Expenditures	70,992 79	57,318 99	19.26

The appropriation for this purpose for the present year is \$80,000. The expenditures for the past year amounted to \$57,318.99. This reduction of expenditures of this character, as compared with the previous year, is due, partly, to the operations of the act of March 3, 1883, which required an adjustment of the salaries of Presidential postmasters, to take effect October 1, 1883, simultaneously with the reduction of postage on first-class mail matter. In consequence of this a number of offices of the second class were assigned to the third, to which class, under existing law, allowances for miscellaneous purposes cannot be made. The reduction referred to is also, in a measure, due to Department order of September 7, 1883, requiring postmasters to make requisition for miscellaneous supplies for each quarter in advance. This order has materially improved the service in this respect, and postmasters are more careful to make requisitions for miscellaneous items before making the expenditures.

Items chargeable to this appropriation include all articles necessary for the transaction of postal business in post-offices of the first and second classes, which are not provided for by other appropriations.

To provide for the needs of the service for miscellaneous items for the fiscal year ending June 30, 1886, I am of the opinion that an appropriation of not less than \$80,000 will be needed; and I so recommend.

WRAPPING-PAPER.

The estimates, appropriations, and expenditures for this item for the past two fiscal years were as follows:

	1882-'83.	1883-'84.	Increase.
			<i>Per cent.</i>
Estimates	\$22,000 00	\$25,000 00	13.6
Appropriations	22,000 00	25,000 00	13.6
Expenditures	21,999 95	24,988 18	13.6

The estimate for this item for the fiscal year 1885-'86 has been placed at \$35,000, which is \$10,000 more than the appropriation for the last fiscal year, and \$5,000 more than that for the present year, and for the following reasons:

The demand for wrapping-paper has very greatly increased during the past year, both for use in post-offices and in railway postal cars. This increase has in part been caused by the augmentation of mail matter under the law reducing the rate of letter-postage, and likewise in consequence of greater care being now used in protecting mail matter—both ordinary and registered—while in transit. Much of the paper is also cut up into facing slips, which are used on the outside of each package of letters for the purpose of marking the proper direction upon them. The postal clerks are compelled to keep many hundreds of these slips in their cars, with the names of post-offices contiguous to their lines printed upon them, in order that the distribution may be prompt and reliable.

During the past year it became apparent that the appropriation of \$25,000 for wrapping-paper was, for the above reasons, insufficient, and this office was compelled, mainly to supply the railway mail service, to draw upon the railway transportation appropriation for money to purchase the necessary quantity of paper in order to have many details

of the service carefully attended to, both for the interest of the Department and the public. It was considered that the expense of handling mail matter in transit in railway postal cars was incidental to its actual transportation, and, therefore, that the spirit of the law would not be violated in charging a part of this necessary expenditure to the railway transportation. This was done, and the amount so expended and charged during the year was \$7,780.20. This made the entire expenditure for wrapping-paper for the last fiscal year \$32,768.38. In asking, therefore, for an increased amount (\$35,000) for the year 1885-'86 for this item, my desire is that the service shall be furnished with the quantity of paper needed for use out of a regular and specific appropriation, without being compelled to resort to other means to procure it.

WRAPPING-TWINE.

The following were the estimates, appropriations, and expenditures for this item for the two last fiscal years:

	1882-'83.	1883-'84.	Increase.
			<i>Per cent.</i>
Estimates.....	\$55,000 00	\$55,000 00	.....
Appropriations.....	55,000 00	55,000 00	}
Expenditures.....	5,000 00	8,000 00	
	59,999 93	62,998 41	5

The estimate for this article for the next fiscal year has been placed at \$95,000, which amount is \$25,000 more than the appropriation (\$70,000) for the current year, and \$32,000 greater than that for the fiscal year 1883-'84.

This seemingly large estimate of \$95,000 for wrapping-twine is made for reasons similar to those assigned above for the increase in the estimate for wrapping-paper, viz: the rapid augmentation of mail matter and the necessity for its proper care while in transit, and also its speedy and safe distribution, especially by the railway mail service employés. It has also been found necessary to use a better article of cotton, jute, and hemp twine than was formerly provided, in order that the tying up of packages of mail matter might be made more secure. As in the case of wrapping-paper, already mentioned, the appropriation for twine for the last fiscal year was found, after a few months had elapsed, to be inadequate, and the railway mail transportation appropriation was resorted to in order that the pressing necessity might be supplied. Of this transportation fund there was used \$19,277.30, which amount, added to the regular expenditure above stated (\$62,998.41), made the entire sum expended during the year for cotton, jute, and hemp twine \$82,275.71.

Though I consider the use of wrapping-twine by the railway postal service as an incidental expenditure to that of the railway mail transportation, and consequently the use of a small amount of the appropriation made for that object justifiable, yet it is not desirable that this should be again done. Therefore the estimate for twine for the fiscal year 1885-'86 has been fixed at \$95,000, in the hope that the amount will be sufficient to provide all that is needed for the service both in post-offices and railway mail cars.

LETTER BALANCES, SCALES, AND TEST WEIGHTS.

The following were the estimates, appropriations, and expenditures for the past two years :

	1882-'83.	1883-'84.	Increase.
			<i>Per cent.</i>
Estimates	\$15,000 00	\$25,000 00	66.6
Appropriations	15,000 00	20,000 00	33.3
Expenditures	14,917 79	19,998 35	34.7

The appropriation for this item for the current fiscal year is \$25,000, or \$5,000 more than for last year. Of the amount appropriated for 1882-'83 all but \$1.65 was expended, and it is believed the whole sum appropriated for the present year will have to be used.

The increased appropriation for these articles for the past three years has enabled the Department not only to furnish them for all new post-offices, but also to supply many other, and some of them very old, offices with letter balances. A large number of these existing offices had not been furnished at all, and in numerous other instances the balances on hand had become useless from wear or other causes. It is hoped that the increased amount appropriated for the present year will admit of supplying all the existing offices, not already furnished, which are in need of these articles, as well as those which will be established, and therefore the estimate for 1885-'86 has been put at \$20,000, or \$5,000 less than the sum appropriated for 1883-'84.

Scales and test weights are used generally in only the larger post-offices, but a letter balance is a necessity in each office, and many require several.

STATIONERY IN POST-OFFICES.

The estimates, appropriations, and expenditures for this item for the past two years were as follows :

	1882-'83.	1883-'84.	Increase.
			<i>Per cent.</i>
Estimates	\$60,000	\$65,000 00	8 $\frac{1}{3}$
Appropriations	55,000	60,000 00	9 $\frac{1}{11}$
Expenditures	55,000	59,968 23	9

The appropriation for the present fiscal year is \$65,000; an increase of \$5,000 over that of last year. The estimate for the year 1885-'86 has also been fixed at \$65,000.

The method which has been in practice for the last year or two in regard to the distribution of stationery to first and second class offices has been found to be a great improvement upon the former system. Proposals are now invited and contracts entered into for furnishing the Department with all the articles of this character now used in post-offices and postmasters are supplied with them only upon requisition. This system has proved more economical and satisfactory than the old one, which permitted postmasters, after obtaining the consent of the Department, to purchase stationery for use in their offices and file vouchers for the same with the Auditor.

Of the amount expended for this purpose during the last fiscal year about \$12,000 was for necessary printing, binding, blank-books, &c., for use in the larger post-offices. This work was done and the articles furnished by the Government Printing Office. Besides the sum just mentioned, there was expended under authority of Congress \$6,300 for the salaries of five clerks and two laborers, who are employed in the distribution of this stationery in the Division of Post-Office supplies. These employes will hereafter be paid, however, out of the amount regularly appropriated for the salaries of this Bureau in the legislative, executive, and judicial appropriation act. Notwithstanding this change, I am of the opinion that an appropriation of \$65,000 should be made for stationery in post-offices for the next fiscal year, as it has already been ascertained that the requisitions of postmasters for printing, binding, blank-books, &c., will be more numerous than it was supposed they would be when the new system was adopted.

POSTMARKING, RATING, AND CANCELING STAMPS, AND INK AND PADS
FOR STAMPING AND CANCELING PURPOSES.

The following were the regular estimates, appropriations, and expenditures for postmarking, rating, and canceling stamps for the two past fiscal years. A separate appropriation of \$35,000 for ink, pads, postmarking stamps, and letter balances was made in 1882, and, with the exception of \$455.46, was expended during the year 1882-'83. This amount was accounted for in the report of last year, and therefore is not referred to in the statement below.

	1882-'83.	1883-'84.	Increase.	Decrease.
			<i>Per cent.</i>	<i>Per cent.</i>
Estimates	\$15,000 00	\$25,000 00	66.6	.....
Appropriations	15,000 00	20,000 00	33.3	.....
Expenditures	14,992 46	10,670 32	.....	28.8

The appropriation for postmarking, rating, and canceling stamps for the current year is \$25,000. No appropriation was made for ink and pads for stamping and canceling purposes for the year, though an estimate had been submitted.

Instead of estimating for the different descriptions of stamps in one item, and for ink and pads for stamping and canceling purposes in another, as has been done for the past two years, it is now considered best, for the interests of the service, that the two items be estimated for together; and, therefore, an appropriation of \$25,000 is requested for all of these items for the year 1885-'86.

The value and usefulness of a durable ink, and of suitable pads for stamping and canceling purposes in post-offices, no matter how small these offices may be, cannot, I think, be overestimated; and I regret that Congress by its failure to provide for these articles in the two last regular appropriations for the postal service has seemed not to appreciate their importance to the business public, who, more frequently in past years than at present, have received thousands of letters post-marked, and often illegibly so, with pen and ink. By this means postage-stamps were also often ineffectually canceled, and hence the Department was constantly losing revenue by the second use of these improperly canceled stamps.

The correction of these evils has already been largely accomplished by means of increased appropriations, and the special one referred to, and it is in the hope of completing the work that a combination of all these articles in one item is now made and the appropriation of \$25,000 is asked for.

The present price paid by the Department for an ordinary 8-ounce letter balance, and for each of the other articles mentioned above, is about as follows:

Letter balance.....	\$2 80
Ordinary postmarking stamp.....	53
Canceling ink.....	50
Pad for stamping.....	50
Total.....	4 33

The cost of all but one of these implements is now somewhat greater than when the estimate was prepared last year.

DEPARTMENTAL PRINTING, BINDING, ETC.

It is estimated that \$200,000 will be necessary for this purpose for the next fiscal year, 1885-'86. In accordance with the usual practice this estimate, with the reasons therefor, has been forwarded by the Postmaster-General to the Secretary of the Treasury.

DEPARTMENTAL STATIONERY.

It is the custom of the Postmaster-General to include this item in the statement submitted by him for other departmental expenses. The estimate has been prepared, and amounts to \$12,000 for the next fiscal year.

SUMMARY OF ESTIMATES.

The aggregate of the above estimates, exclusive of the last two, is \$23,695,000, which is \$2,980,000, or 14.38 per cent., more than the appropriation for the current fiscal year.

	Amount.	Increase.	Per cent. of increase.
Estimate for 1883-'84.....	\$19,369,091 25		
Estimate for 1884-'85.....	22,015,000 00	\$2,646,008 75	13.66
Estimate for 1885-'86.....	23,695,000 00	1,680,000 00	7.63
Appropriation for 1883-'84.....	19,987,653 40		
Appropriation for 1884-'85.....	20,715,000 00	727,346 60	3.63
Expenditures for 1882-'83.....	18,579,082 99		
Expenditures for 1883-'84.....	20,199,023 83	1,619,940 84	8.71

Additional information relative to the above estimates, appropriations, and expenditures will be found in the accompanying tabular statement marked A.

The preceding estimates have been prepared with due regard for the necessities and increasing service of this Bureau, and it is hoped that the amounts asked for each item, and the explanations following, will be considered satisfactory.

Very respectfully,

JAMES H. MARR,
Acting First Assistant Postmaster-General.

Hon. FRANK HATTON,
Postmaster-General.

A.—Comparative statement of expenditures in the office of the First Assistant Postmaster-General for the fiscal years 1882-'83 and 1883-'84; of appropriations for the years 1883-'84 and 1884-'85, and of estimates for 1884-'85 and 1885-'86.

Items.	Expenditures for fiscal year 1882-'83.	Appropriations for fiscal year 1883-'84.	Expenditures for fiscal year 1883-'84.	Increase of expenditures in 1883-'84 compared with 1882-'83.		Estimates for 1884-'85.	Appropriations for fiscal year 1884-'85.	Estimates for 1885-'86.	Increase of esti- mates for 1885-'86 over appropria- tions for 1884-'85.
				Increase.	Decrease.				
For compensation to postmasters.....	\$10,315,394 46	\$9,250,000 00	\$11,283,830 87	\$968,436 41		\$12,250,000	\$11,000,000	\$13,000,000	\$2,000,000
Appropriation, act of July 7, 1884.....		1,700,000 00							
For clerks in post-offices.....	4,367,079 41	4,775,000 00	4,735,058 42	367,979 01		4,900,000	4,900,000	5,300,000	400,000
For free delivery service.....	3,173,303 51	3,500,000 00	3,504,206 52	330,900 01		4,000,000	4,000,000	4,535,000	535,000
Appropriation act of July 7, 1884.....		14,653 40							
For rent, fuel, and light.....	431,039 77	440,000 00	430,294 58		\$745 19	480,000	480,000	500,000	20,000
Appropriation, act of July 7, 1884.....		5,000 00							
For office furniture.....	19,815 38	25,000 00	9,690 96		10,124 42	40,000	40,000	40,000	
For stationery in post-offices.....	55,000 00	60,000 00	59,968 23	4,968 23		65,000	65,000	65,000	
For miscellaneous and incidental items.....	70,992 79	90,000 00	57,318 99		13,673 80	90,000	80,000	80,000	
For wrapping-paper.....	21,999 95	25,000 00	24,988 18	2,988 23		30,000	30,000	35,000	5,000
For wrapping-twine.....	59,999 93	55,000 00	62,998 41	2,998 48		80,000	70,000	95,000	25,000
Appropriation, act of July 7, 1884.....		8,000 00							
For letter balances, scales, and test weights.....	14,917 79	20,000 00	19,998 35	5,080 56		35,000	25,000	20,000	*5,000
For postmarking, rating, and canceling stamps.....	14,992 46	20,000 00	10,670 32		4,322 14	25,000	25,000		
For ink—stamping and canceling purposes.....								25,000	
For pads—stamping and canceling purposes.....									
Total.....	18,579,082 99	19,987,653 40	20,199,023 83	1,683,350 93	28,865 55	22,015,000	20,715,000	23,695,000	2,980,000
Expenditures for 1883-'84.....	\$20,199,023 83	Appropriation for 1884-'85.....	\$20,715,000 00	Estimates for 1885-'86.....					\$23,695,000
Expenditures for 1882-'83.....	18,579,082 99	Expenditures for 1883-'84.....	20,199,023 83	Appropriation for 1884-'85.....					20,715,000
Increase of expenditures for 1883-'84 over 1882-'83.....	1,619,940 84	Increase of appropriation for 1884-'85 over expenditures for 1883-'84.....	515,976 17	Increase of estimates for 1885-'86 over appro- priation for 1884-'85.....					2,980,000

* Decrease.

C.

POST-OFFICE DEPARTMENT,
OFFICE OF SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 25, 1884.

Sir: In response to the communication of the 13th ult. from your office, I submit the following estimates of amounts to be appropriated for this office for the fiscal year ending June 30, 1886 :

Inland transportation, railroad routes	\$15,684,205 00
Railway post-office car service	1,875,000 00
Necessary and special facilities on trunk lines.....	266,764 50
Inland transportation, steamboat routes	615,000 00
Inland transportation, star routes.....	5,900,000 00
Railway postal clerks.....	4,682,300 00
Mail messengers	975,000 00
Mail locks and keys.....	20,000 00
Mail bags and mail bag catchers	275,000 00
Miscellaneous items.....	1,000 00
Total	30,294,269 50

The explanations of the foregoing estimates will be found in my annual report and that of the General Superintendent of Railway Mail Service.

Very respectfully,

H. D. LYMAN,
Second Assistant Postmaster-General.

Hon. A. D. HAZEN,
Third Assistant Postmaster-General.

D.

ESTIMATES OF APPROPRIATIONS FOR THE OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL FOR THE FISCAL YEAR ENDING JUNE 30, 1886, WITH EXPLANATIONS SHOWING THE BASIS UPON WHICH SUCH ESTIMATES ARE MADE.

I.—ADHESIVE POSTAGE-STAMPS.

For manufacture of ordinary postage-stamps, of newspaper and periodical stamps, and of postage-due stamps	\$174,000 00
Number of these stamps issued during the fiscal year ended June 30, 1884	1,475,820,556
Add 10 per cent. for increase.....	147,582,055
Gives estimated issue for fiscal year ending June 30, 1885.....	1,623,402,611
Add 10 per cent. for increase as before.....	162,340,261
Gives estimated number required for fiscal year ending June 30, 1886..	1,785,742,872
Cost of manufacturing that number at present contract price, 9 19 cents per thousand.....	\$174,209 77

The increase in the number of postage-stamps issued during the past year over the year preceding was an extraordinary one, being over two hundred and fifty-eight millions, or more than 21 per cent. The principal cause of this great increase was undoubtedly the reduction in the letter rate of postage from 3 to 2 cents, authorized by the act of March 3, 1883, which served not only to stimulate letter correspondence, but to cause the substitution for postal cards of large numbers of adhesive stamps on sealed envelopes for short circulars and other business com-

munications. It can hardly be considered probable that such an unusual ratio of increase will continue; in fact, the issues for the quarter ending September 30 of the present year show that the ratio will be reduced. Taking everything into consideration, an annual increase of 10 per cent. is regarded as not improbable. On this basis, as above shown, the amount of appropriation required for the next fiscal year will be, in round numbers, \$174,000, or \$28,000 more than the current appropriation. The present contract for furnishing postage-stamps will expire on the 30th of June, 1885, but it is not likely that under a new contract there will be any increase in the prices of manufacture.

The rate of increase in the number of postage-stamps issued during each of the past five years over the preceding year is as follows:

	Per cent.
For year ended June 30, 1880, over preceding year	10.08
For year ended June 30, 1881, over preceding year.....	8.91
For year ended June 30, 1882, over preceding year.....	17.00
For year ended June 30, 1883, over preceding year.....	7.93
For year ended June 30, 1884, over preceding year.....	21.23

II.—POSTAGE-STAMP AGENCY.

For pay of agent and assistants to distribute stamps, and for the expenses of the agency..... \$8,100 00

This estimate is the same in amount as the appropriation for the present fiscal year.

III.—STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER SHEETS.

For manufacture of stamped envelopes, newspaper wrappers, and letter sheets	\$749,000 00
Cost of stamped envelopes and wrappers issued during the fiscal year ended June 30, 1884.....	619,231 21
Add 10 per cent. for increase	61,923 12
Gives estimated cost for the fiscal year ending June 30, 1885.....	681,154 33
Add 10 per cent. for increase as before.....	68,115 43
Gives estimated cost for the fiscal year ending June 30, 1886.....	749,269 76

The issues of stamped envelopes and newspaper wrappers for the last fiscal year were, like those of postage-stamps, unusually large, being about 23 per cent. in number more than the issues of the preceding year. This great increase was doubtless due to the same cause as the increase in the issues of postage-stamps, namely, the reduction in the letter rate of postage. It is so largely in excess of the normal rate of increase that it cannot reasonably be expected to continue. Judging from the issues of the past two quarters, a yearly rate of increase not greater than 10 per cent. may be looked for, and the estimate has, therefore, been made upon that basis, giving in even figures the sum of \$749,000.

The prices now paid for stamped envelopes will continue for the next fiscal year, the contract for the manufacture of the envelopes not expiring until September 30, 1886.

The following is the annual rate of increase in the number of stamped envelopes and newspaper wrappers issued during the last five years:

	Per cent.
For year ended June 30, 1880, over preceding year	16.6
For year ended June 30, 1881, over preceding year	9.6
For year ended June 30, 1882, over preceding year	12.9
For year ended June 30, 1883, over preceding year	1.0
For year ended June 30, 1884, over preceding year	23.6

IV.—STAMPED-ENVELOPE AGENCY.

For pay of agent and assistants to distribute stamped envelopes and wrappers, and for expenses of the agency..... \$16,000 00

This estimate agrees with the amount of the appropriation for the present year.

V.—POSTAL CARDS.

For manufacture of postal cards..... \$239,000 00

Total number of postal cards issued during the year ended June 30, 1884. 362,876,750
Add 10 per cent. for increase..... 36,287,675

Gives estimated number for year ending June 30, 1885 399,164,425
Add 10 per cent. for increase as before..... 39,916,442

Gives estimated number for year ending June 30, 1886..... 439,080,867

Cost of manufacturing these articles at the present contract price of 54.43 cents per thousand..... \$238,991 71

During the past year there was a marked decrease in the issues of postal cards, the number being nearly 17,000,000, or over 4 per cent. less than the issue of the preceding year. This decrease is attributable to the fact that since the reduction in the letter rate of postage sealed communications have, to a considerable extent, taken the place of open messages on postal cards—many persons no doubt preferring to give the additional cent of postage for the sake of privacy in their correspondence. As a full year has passed since the reduction of postage went into effect, the decrease in the issues from this cause has probably reached its lowest point, so that in future an increase proportionate to the general increase of business and population in the country may be expected. It has not been thought safe to estimate this rate of increase at less than 10 per cent., which, as above indicated, produces the sum of \$239,000. The present appropriation is \$232,000.

The contract for the manufacture of postal cards will expire on the 30th of June, 1885. It is not possible to say at this time whether there will be any material change in price for making them under a new contract, and consequently no allowance for such is made in the estimate.

The rate of increase in the issues of postal cards for the past five years is shown in the following statement:

	Per cent.
For year ended June 30, 1880, over preceding year	22.80
For year ended June 30, 1881, over preceding year.....	13.20
For year ended June 30, 1882, over preceding year.....	13.90
For year ended June 30, 1883, over preceding year.....	7.97
For year ended June 30, 1884, over preceding year (decrease).....	4.38

VI.—POSTAL-CARD AGENCY.

For pay of agent and assistants to distribute postal cards, and for the expenses of the agency..... \$7,300 00

This estimate agrees with the present appropriation.

VII.—REGISTERED PACKAGE, POST-OFFICE, AND DEAD-LETTER ENVELOPES.

For registered package, post-office, and dead-letter envelopes..... \$140,000 00

The contract for registered package, post-office, and dead-letter envelopes is for one year only, beginning on the 1st of July of each year. The prices under the present contract are somewhat higher than under the last one; but notwithstanding this it is thought that the current appropriation will be sufficient, and that no increase need be made for the following year. The appropriation is \$140,000.

VIII.—SHIP, STEAMBOAT, AND WAY LETTERS.

For ship, steamboat, and way letters \$2,000 00

By law (sections 3913, 3976, 3977, 3978, Revised Statutes) this appropriation is necessary for the payment to masters or owners of vessels not regularly engaged in the transportation of the mails for letters brought and delivered to post-offices, on arrival in port, for transmission to destination. The parties receiving the letters are required to pay, in addition to the regular postage, the amount paid to said master or owner, which amounts are consequently refunded to the Department. The expenditure for the last fiscal year was \$1,614.88; for 1883, \$1,517.10; for 1882, \$1,444.38; for 1881, \$990.95; and for 1880, \$1,355.51. The appropriation for the current year is \$1,500, but this amount will hardly be sufficient for the coming year. The amount needed will be about \$2,000.

XI.—ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

For engraving, printing, and binding drafts and warrants \$2,000

This appropriation is for the purchase of warrants and drafts used for payments to creditors, transfers of funds to and from postmasters, and collections of balances due the Department. The warrants and drafts are prepared and furnished by the Bureau of Engraving and Printing of the Treasury Department. The present appropriation is \$2,500. The sum of \$2,000 will probably be sufficient for the service of the next year, and the estimate is consequently for that sum.

X.—MISCELLANEOUS.

For miscellaneous items \$1,000

This estimate is for the same amount as the appropriation for the current fiscal year.

Comparison of appropriations for the office of the Third Assistant Postmaster-General for the year ending June 30, 1885, with estimates for the year ending June 30, 1886.

Items.	Amount appropriated year ending June 30, 1885.	Estimates for years ending June 30, 1886.	Increase of estimates.	
			Amount.	Per cent.
Adhesive postage-stamps.....	\$146,000	\$174,000	\$28,000	19.1
Postage-stamp agency.....	8,100	8,100	.....	.....
Stamped envelopes and wrappers.....	644,000	749,000	105,000	16.3
Stamped-envelope agency.....	16,000	16,000	.....	.....
Postal cards.....	232,000	239,000	7,000	3.0
Postal-card agency.....	7,300	7,300	.....	.....
Registered-package, post-office, and dead-letter envelopes.....	140,000	140,000	.....	.....
Ship, steamboat, and way letters.....	1,500	2,000	500	33.3
Engraving, printing, and binding drafts and warrants.....	2,500	2,000	*500	*20.0
Miscellaneous.....	1,000	1,000	.....	.....
Total.....	1,198,400	1,338,401	140,000	11.7

*Decrease.

Respectfully submitted to the Postmaster-General.

A. D. HAZEN,
Third Assistant Postmaster-General.

OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,
October 30, 1884.

E.

POST-OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
Washington, D. C., October 28, 1884.

SIR: Replying to your letter of the 13th ultimo, I have the honor to inform you that the amounts estimated as required to be appropriated for the foreign mail service for the fiscal year ending June 30, 1886, are as follows:

For transportation of mails.....	\$425,000
For balances due foreign countries, including the United States portion of the expenses of the International Bureau of the Universal Postal Union, and the subscription of the Department for the monthly journal (<i>L'Union Postale</i>) of that Bureau.	75,000
Total.....	500,000

I am, very respectfully, your obedient servant,

JAS. S. CRAWFORD,
Superintendent Foreign Mails.

Hon. A. D. HAZEN,
Third Assistant Postmaster-General.

REPORT
OF THE
FIRST ASSISTANT POSTMASTER-GENERAL
FOR THE
FISCAL YEAR ENDED JUNE 30, 1884.

REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 30, 1884.

SIR: The following statement of the labors of this Bureau for the past fiscal year shows, when compared with the report for the previous year, that, while in some matters of minor importance there was a decrease of work, yet the most essential features of its action were characterized by a steady growth and development. The number of new offices established during the year was greater than for several previous years, and the number discontinued considerably less than last year, making the net increase much larger than was anticipated. It will be observed that the principal increase in the amount of work performed was in the Salary and Allowance Division, made necessary in a great degree by the readjustment of the salaries of postmasters and late postmasters under the act of March 3, 1883. The Division of Free Delivery has accomplished all that could be expected considering the amount appropriated for this service; yet there still remain several offices which are entitled under the law to its benefits, but to which the service can not be extended until after the appropriation for the purpose shall have been increased. In the Divisions of Post-Office Supplies and of Correspondence the work has gradually increased, and postmasters and the public have been as promptly and fully served as the appropriations and circumstances would permit.

Below will be found a summary of the work of each division of the office for the year, though it furnishes no criterion of the amount of time, labor, and patience involved in the preparation and disposition of it.

Comparative statement of the number of post-offices established and discontinued, and of postmasters appointed for the fiscal years ended June 30, 1883, and June 30, 1884.

	June 30, 1883.	June 30, 1884.	Increase.	Decrease.
Number of offices established during the year.....	3, 253	3, 414	161	.....
Number discontinued.....	1, 621	1, 260	.....	361
Net increase over previous year.....	1, 632	2, 154	522	.....
Whole number of post-offices.....	47, 863	50, 017	2, 154	.....
Number filled by appointment of the President.....	2, 143	2, 323	180	.....
Number filled by appointment of the Postmaster-General....	45, 720	47, 694	1, 974	.....
Appointments were made during the year:				
On resignations and commissions expired.....	7, 734	7, 265	.....	469
On removals and suspensions.....	705	513	.....	192
On change of names and sites.....	342	284	.....	58
On deaths of postmasters.....	468	477	9	.....
On establishment of new offices.....	3, 253	3, 414	161	.....
	12, 502	11, 953	.....	549
Total number of cases acted on during the year.....	14, 882	13, 841	.....	1, 041

From the above statement, it will be noticed that the increase over last year in the number of established offices was 161; while compared with the previous year the number of discontinued offices was 361 less.

The net increase in the whole number of post-offices for the fiscal year was 2,154; much larger than any increase for several years past. Arranged by sections and States and Territories this increase was as follows:

NEW ENGLAND STATES.

Maine	17	Connecticut	5
New Hampshire	10		
Vermont	5	Total	49
Massachusetts	10		
Rhode Island	2	Total for previous year	36

THE FIVE MIDDLE STATES AND DISTRICT OF COLUMBIA.

New York	40	District of Columbia	0
New Jersey	23		
Delaware	4	Total	225
Pennsylvania	124		
Maryland	34	Total for previous year	223

THE FOURTEEN SOUTHERN STATES AND INDIAN TERRITORY.

Virginia	79	Arkansas	77
West Virginia	79	Missouri	56
North Carolina	126	Tennessee	100
South Carolina	23	Kentucky	67
Georgia	67	Indian Territory	16
Florida	77		
Alabama	60	Total	1,070
Mississippi	52		
Louisiana	47	Total for previous year	725
Texas	156		

THE TEN STATES AND SIX TERRITORIES OF THE WEST AND NORTHWEST.

Ohio	87	Dakota	128
Indiana	62	New Mexico	0
Michigan	79	Montana	7
Illinois	55	Wyoming	4
Wisconsin	39	Idaho	27
Iowa	53	Utah	14
Minnesota	43		
Kansas	37	Total	707
Nebraska	53		
Colorado	19	Total for previous year	580

THE THREE STATES AND THREE TERRITORIES OF THE PACIFIC SLOPE.

Oregon	39	Alaska	0
California	15		
Nevada	5	Total	104
Washington	35		
Arizona	10	Total for previous year	63

It will be perceived from the above figures that the greatest increase in any of the States and Territories during the year was 156, in Texas. Last year the largest increase was 172, in Dakota, which Territory during the past fiscal year had an increase of only 128. The increase in North Carolina for the year was 126 and in Pennsylvania 124. The only decrease was in New Mexico.

Comparing the number of post offices in the different States, the order of the six highest on June 30, 1884, was as follows: Pennsylvania,

3,840; New York, 3,122; Ohio, 2,707; Illinois, 2,167; Virginia, 1,982; and Missouri, 1,968. Of the Territories, Dakota had the largest number, 837; exceeding the number in either Massachusetts, Maryland, or South Carolina.

The number of Presidential offices at the end of the fiscal year was 2,323; an increase of 180 during the year. The largest number in any State was 221, in New York. Next in order were Illinois with 189, and Pennsylvania with 166. The greatest increase in offices of this class was 21, in Dakota.

The number of money-order offices at the close of the fiscal year was 6,243; an increase over the previous year of 386. Of the whole number Illinois had 538; Iowa, 448; and New York, 436. The largest increase in any State was 30, in New York.

Fewer changes took place among postmasters during the last than in the preceding year. There was a decrease of 469, as compared with last year, in the number of appointments on resignations and commissions expired; of 192 on removals and suspensions; and 58 in changes of site and name of post-offices. The number of postmasters who died during the year was 477, or 9 more than in the preceding year.

The total number of cases involving appointments as postmasters acted on during the year was 13,841; a decrease of 1,041 as compared with the last year.

Additional information relative to the establishment, discontinuance, &c., of post-offices, and the appointment of postmasters, will be found in tables marked B and C, appended to this report.

APPOINTMENT DIVISION.

While the work of this division did not materially increase during the year, it was nevertheless of a more annoying character than usual, resulting mainly from the many contests over the location of new post-offices and the dissatisfaction which almost invariably arises when a change in the name or site of an existing office is proposed. For the first time this division of the office had a recognized chief, and, fortunately one thoroughly familiar with the business and capable of successfully supervising it. The consequence was much more system in its management, more zeal on the part of its employés, and greater satisfaction to the hundreds of persons who have business with it. I cannot too highly commend the intelligence and energy of this new officer. His duties are very laborious, and great care is required in the performance of them. His salary should, in my opinion, be increased to correspond with other chiefs of divisions in the Department, who receive \$2,250 per annum each; and I hope that in making your next annual estimate for the clerical service of the Department you will regard it as proper to make such recommendation.

Briefly stated, the work of the division for the year was as follows:

Number of cases of all kinds made up.....	14,524
Number of cases acted upon affirmatively.....	13,924
Number of cases declined.....	617
Number of queries sent out affecting the establishment, discontinuance, &c., of post-offices.....	7,551
Number of circulars of inquiry, &c., mailed.....	29,948
Number of letters written.....	3,778
Number of cases referred to other Bureaus of the Department, or to correspondents for information.....	13,947
Number of Presidential cases acted upon.....	876
Number of offices placed in charge of sureties on account of death of postmasters or for other causes.....	314
Number of letters, petitions, and other papers received, indorsed, and filed..	110,265
Number of clerks in the division.....	13

BOND DIVISION.

The work of this division was very satisfactorily performed during the past year. Some changes were made in the manner of reporting its operations to other Bureaus, which have greatly facilitated the business of the Department without materially increasing the labors of the division. The reports of the inspectors, received during the year in regard to the responsibility of the sureties of postmasters, show that more interest and care are now exercised by appointees in making up their bonds than heretofore. The percentage of bonds forwarded to the Department improperly executed is also found to be decreasing, especially in the Southern States, indicating a greater degree of intelligence among postmasters than formerly. The following summary exhibits the labors of this division in about the only manner in which it can be succinctly presented:

Number of entries made on the books of the division	83, 336
Number of cases received upon which appointment papers, bonds, &c., were mailed	13, 924
Number of circulars sent on appointments, establishments, changes of names and sites, and discontinuances	32, 291
Number of cases reported to report clerk	13, 924
Number of new offices reported to division of post-office supplies	3, 164
Number of appointees reported as failing to execute bonds	932
Number of circulars sent calling for execution of bonds	3, 276
Number of bonds examined and passed for commissions	11, 050
Number of bonds and oaths returned for correction	4, 388
Number of bonds filed	13, 895
Number of oaths of postmasters, assistant postmasters, and clerks received, indorsed, and filed	25, 714
Number of circulars accompanying bonds returned for correction	3, 788
Number of letters written	677
Number of new bonds sent by request of sureties	532
Number of circulars sent to sureties requesting to be released	623
Number of new bonds sent by request of postmasters	513
Number of new bonds sent by request of Third Assistant Postmaster-General	152
Number of new bonds sent on reports of post-office inspectors	93
Number of circulars sent to postmasters accompanying new bonds	2, 489
Number of new bonds received and reported	1, 757
Number of commissions mailed to postmasters	11, 104
Number of surety circulars sent to chief post-office inspector	2, 500
Number of post-office inspectors' reports on sufficiency of sureties received	2, 202
Number of notifications of postmasters' failure to pay amount due United States sent to sureties	244
Number of corrections of names reported to Appointment Division	381
Number of blank oaths for assistant postmasters and clerks mailed	59, 895
Number of new bonds sent for establishment of new money-order offices	861
Number of circulars accompanying new money-order bonds	1, 722
Number of commissioned postmasters reported to the Auditor	11, 050
Number of circulars sent notifying sureties of death of postmaster	396
Number of blank oaths mailed for acting postmasters	396
Number of oaths of acting postmasters received and filed	241
Number of acting postmasters reported to the Auditor	241
Number of commissioned postmasters reported to the Third Assistant Postmaster-General	11, 050
Number of commissioned postmasters reported for publication in the Postal Bulletin	11, 050
Number of new bonds reported for publication in the Postal Bulletin	1, 757
Number of new bonds reported to the Third Assistant Postmaster-General	816
Number of establishments, discontinuances, and changes of names or sites of post-offices reported to the Second Assistant Postmaster-General	4, 866
Number of same reported to the Third Assistant Postmaster-General	4, 866
Number of same reported to the Equipment Division	4, 866
Number of discontinuances reported to the Auditor	1, 168
Number of new bonds reported to the Auditor	1, 757
Number of discontinuances reported to the Third Assistant Postmaster-General	1, 168
Number of clerks in the division	13

The total of the penalties of the official bonds executed by postmasters at Presidential and money-order offices during the last fiscal year amounted to \$17,053,000.

The following statement exhibits the number of post-offices in operation in the United States in each decade since 1790. The reason for the decrease between 1860 and 1870 was the discontinuance of several thousand offices in the Southern States during the war, and the delay attending, in many localities, their re-establishment.

Decade.	Number of post-offices.	Rate of increase.
		<i>Per cent.</i>
1790.....	75	.....
1800.....	903	1104.0
1810.....	2,300	154.6
1820.....	4,500	95.6
1830.....	8,450	87.7
1840.....	13,468	59.3
1850.....	18,417	36.7
1860.....	28,498	54.7
1870.....	28,492	Decrease.
1880.....	42,989	50.8
1884.....	50,017	18.6

DIVISION OF POST-OFFICE SUPPLIES.

The work of this division consists in supplying, principally upon requisition, the necessary stationery, blanks and twine, letter balances, scales, and post-marking and rating and canceling stamps to such post-offices as are, by law, entitled to the same, and also to the superintendents of the railway mail service, to enable all of these officers and their subordinates to make up and dispatch mails, to report and record the same, and to render formal accounts of the business of their offices to the proper authorities of this Department, and also to the Treasury.

This division is also charged with keeping the accounts for departmental printing with the Government Printer, and with the distribution of the departmental stationery.

The work of the division during the past year has been larger than that of any previous year, and has increased in about the same ratio as the general growth of the service, as will appear from the following statement:

SUPPLIES FURNISHED.

Articles.	Fiscal year 1880-'81.	Fiscal year 1881-'82.	Fiscal year 1882-'83.	Fiscal year 1883-'84.
Blanks for use of the Department and for postmasters and the railway mail service.....	36,301,000	48,176,950	50,156,464	51,697,800
Books for the records of the Department, for postmasters, and the railway mail service.....	84,821	82,793	119,529	131,197
Facing slips for packages and sacks.....	41,942,400	32,736,600	48,960,000	48,583,700
Marking and rating stamps of all kinds.....	6,092	6,589	16,556	23,071
Jute twine.....pounds..	393,902	443,102	584,699	566,717
Hemp twine.....do.....	105,021	116,439	149,805	158,298
Cotton twine.....do.....			71,018	126,296
Letter balances and scales.....	2,429	2,621	13,541	4,447
Wrapping paper.....reams..	12,244	13,821	20,839	11,506
Canceling ink.....			11,376	(*)
Inking-pads.....number..			11,700	(*)
Wrapping paper, facing slips (15,360 to the ream), reams.....	2,080	2,070	3,120	3,163

* No appropriation.

The total appropriations and expenditures for the above-mentioned supplies during the fiscal year ended June 30, 1884, were as follows:

Appropriations	\$128,000 00
Expenditures	120,886 92
Balance unexpended	7,113 08

Detailed statements of these expenditures will be found in the table marked D, appended to this report. In addition to these expenditures wrapping paper for facing slips, amounting to \$7,783.20, was furnished to the railway mail service, upon requisition of the different superintendents, approved by the General Superintendent, and the cost thereof charged by the Auditor to the appropriation for railway transportation.

In like manner twine was furnished to the railway mail service, and the cost thereof, \$19,277.20, charged by the Auditor to the appropriation for railway transportation.

These items are included in the table of supplies furnished, but not in the statement of appropriations and expenditures.

Adding these amounts to the appropriations, for these two items the following results appear:

	Wrapping paper.	Wrapping twine.
Appropriations for 1883-'84	\$25,000 00	\$63,000 00
Expenditure for 1883-'84	32,783 20	82,277 30
Deficiency supplied out of appropriation for railway transportation.....	7,783 20	19,277 30

WRAPPING PAPER AND TWINE.

The appropriations for twine and wrapping paper have been based, heretofore, mainly upon the estimated demands for these articles at post-offices, without regard to the necessities of the railway mail service. The fact is, however, that the greater part of the distribution of the mail, and its making up into packages for its final destination, which was formerly done to a great extent in distributing post-offices, has, for the past eight years, been largely performed upon the cars by the railway postal clerks.

For several years the appropriation for these articles has been insufficient to supply both postmasters and the railway mail service, and the deficiency has been made good out of the appropriation for railway transportation, to which the supplies furnished the railway mail service may be regarded as an incidental expenditure. If this method of supplying the railway mail service with these articles should be continued the amounts appropriated for the present fiscal year for these items will be sufficient for the next; but if not, separate estimates should be made for the supply of postmasters and the railway mail service, or the customary estimate should be considerably increased. The twine issued to the railway mail service is used for the same purposes as in post-offices, but there is a difference between them in the use of wrapping paper. Only a small amount of wrapping paper in sheets is used in the Department for shipping supplies, while a considerable quantity is needed in post-offices for securing registered packages, and for the wrapping of bundles of mail matter for post-offices on star routes, in cases where the mail for a number of offices is inclosed in the same pouch. Nearly half of the entire quantity is cut up into facing slips,

which are required to be used by all post-offices, as well as by railway postal clerks, one being inclosed in each package of letters and in each sack of paper mail made up.

My judgment in regard to this matter is, that this office should continue to furnish the railway mail service with supplies of this character; and, in order that any embarrassment or complication may be avoided in future in the payment therefor, I have to recommend that Congress be urged to increase the appropriations for the next fiscal year, both for wrapping paper and wrapping twine, as asked for and explained in the annual estimates for the service of this Bureau.

The wrapping paper furnished in 1882-'83 weighed 22 pounds to the ream of 20 by 25 inches, and 55 pounds to the ream of 26 by 40 inches, and in 1883-'84 the weights to the ream were respectively 30 and 60 pounds. The price paid per pound in 1882-'83 was about 5.95 cents, and in 1883-'84 6.45 cents. Experience has shown that in the matter of wrapping paper for the use of the Department the best is the cheapest, as under the last contract it required two or three sheets of the light weight paper to do the work of one sheet of the heavier paper. Similar results have been obtained by the use of a better quality of cotton twine, of which, during the last year, 126,296 pounds were issued against 71,018 pounds for the previous year.

The issue of jute twine was 566,717 pounds in 1883-'84 against 584,699 pounds in 1882-'83.

The issue of hemp twine in 1883-'84 was 158,298 pounds against 149,805 pounds in 1882-'83.

PRINTING, BINDING, ETC., FOR THE DEPARTMENT.

The appropriations and expenditures for this work during the past four fiscal years, exclusive of the printing and binding for the money-order office, which is paid for out of the profits of the money-order business, were as follows:

Fiscal year.	Appropriation.	Expenditure.
1880-'81	\$150,000	\$119,169 45
1881-'82	150,000	133,504 72
1882-'83	150,000	149,998 36
1883-'84	180,000	179,996 09
1884-'85	180,000	.....

The original appropriation for the fiscal year 1883-'84 was \$150,000, but by the act of Congress approved May 1, 1884, \$30,000 was authorized as a deficiency appropriation to be expended for this purpose.

It will be seen from the foregoing statement that the expenditures during the year 1882-'83 were about 10.73 per cent. greater than for 1881-'82, and for 1883-'84 about 11.10 per cent. greater than for 1882-'83.

It is supposed that a deficiency appropriation of at least \$20,000 will be necessary for this item during the present year.

It is estimated that about \$12,000 was expended out of this appropriation during the last fiscal year for stationery, blank books, and printed blanks for postmasters, the cost of which, prior to this year, was paid out of the amount appropriated for stationery in post-offices.

STATIONERY IN POST-OFFICES.

During the past fiscal year a new method of purchasing, also of supplying stationery to post-offices of the first and second classes, was in-

troduced, viz, that of inviting proposals and contracting with the lowest or most satisfactory bidder to furnish the articles in bulk for use in such offices, and requiring postmasters in all cases to make requisitions for stationery before supplying it. This arrangement has been found more economical and systematic than the previous practice, which permitted these officers, after obtaining the consent of the Department, to make the needed purchases and file vouchers for the same with the Auditor.

The expenditures for stationery in post-offices for the past five fiscal years were as follows:

1879-'80.....	\$48,284 81
1880-'81.....	49,238 45
1881-'82.....	56,517 28
1882-'83.....	55,000 00
1883-'84.....	57,700 00

From the expenditures for this item for the last fiscal year must be deducted \$6,300, authorized by law to be paid out of the appropriation for the salaries of five clerks and two laborers employed in the division of post-office supplies, and also about \$8,000 for the estimated value of stationery on hand at the close of the fiscal year, which leaves \$45,000 as the cost of the stationery issued to post-offices of the first and second classes during the year.

To this amount must be added \$12,000 for printing and binding at the Government Printing Office, as above stated, making the total \$57,700. The net saving during the year by the new system may therefore be estimated at about \$2,300, which is nearly 4 per cent. of the appropriation.

The appropriation for the fiscal year 1884-'85 is \$65,000, and it is believed that a like amount will be sufficient for 1885-'86.

STATIONERY FOR THE DEPARTMENT.

The appropriation for stationery for the departmental purposes for the past few years has not been larger than \$9,000 per annum, notwithstanding the constant increase of business, which necessarily involved the use of more articles of this description to keep up the correspondence and records of the Department.

It has only been by the practice of the most rigid economy, and, in many instances, dispensing with material that might have greatly facilitated the work of the Department, that the sum appropriated has been made to suffice. In consequence, however, of new rulings by the officials of the Treasury Department, many articles, such as law books, rubber stamps, &c., heretofore paid for from some other appropriation of the Department, will hereafter be charged to this stationery account. To meet this additional expense, and to properly provide for other actual necessities of the Department, the amount of this item should be increased for the next fiscal year to \$12,000.

POSTMARKING, RATING, AND CANCELING STAMPS, PADS AND INK, SCALES AND LETTER BALANCES, ETC.

Within the past four or five years the complaints of business men concerning the illegibility of postmarks, and improperly-rated letters and other mail matter, have been so numerous and so well founded that Congress was under the necessity of complying with the requests of the Department in regard to this matter, and by the act of Congress of May 4, 1882, \$35,000 was appropriated, with a view of partly reme-

dying the evil, especially in its application to the management of post-offices of the fourth class.

This amount (\$35,000) was expended for the above purpose during the fiscal year 1882-'83, and with very perceptible benefit to the service and the people. The appropriation for scales and letter balances and for postmarking stamps since that time have been sufficient to enable the Department to supply all new offices with these articles and renew them at many of the offices when necessary; and if the wording of the law making appropriation for postmarking and rating stamps could be so changed as to include the purchase of ink and inking pads also, there would probably be but little cause for further complaint of illegibly postmarked mail matter or of insufficient cancellation of postage stamps.

Appended to this report will be found a tabular statement marked D, giving detailed information concerning the operations of the division of post-office supplies.

THE FREE-DELIVERY SYSTEM.

The number of free-delivery offices at the close of the year was 159, an increase of 5, viz: Chattanooga, Tenn.; Los Angeles, Cal.; Montgomery, Ala.; Ottumwa, Iowa, and Scranton, Pa.; and the number of carriers 3,890, an increase of 210.

The regular appropriation for this service was \$3,500,000, to which was added a special appropriation of \$14,653.40 to prevent an anticipated deficiency, making a total of \$3,514,653.40. The entire cost of the service was \$3,504,206.52, leaving an unexpended balance of \$10,446.88. The increase of appropriation over that of the preceding year was \$314,653.40, and the increase of expenditure \$330,870.01. This increased expenditure was due to the extension of the service to additional cities, to the number of carriers added to the force at the old offices, and to the increased pay of carriers required by act of August 2, 1882, which provides for the increase of the salary of each carrier, in cities having over 75,000 inhabitants, by \$200 each annually till the maximum (\$1,000) is reached, and in cities having a smaller population by \$250 each annually till the maximum (\$850) is reached.

POSTAGE ON LOCAL MATTER.

The total postage on local matter at the several offices amounted to \$4,777,484.87, an increase over that of the preceding year of \$417,745.65, and over the entire cost of the service of \$1,273,278.35, an increase of 9.95 per cent. in postage on local matter and 36.33 over cost of the service. The average cost per piece in handling matter was 2.3 mills, a decrease of one-tenth mill as compared with last year. The average cost per carrier, based on the total cost of the service less the amount paid post-office inspectors, was \$898.78, an increase of \$38.83 over that of last year. This increase was owing to the fact that a large number of carriers reached the maximum salary.

The number of mail letters delivered during the year was 402,577,395, an increase of 17.70 per cent. over that of the preceding year; mail postal cards delivered was 97,421,725, an increase of 13.10 per cent.; local letters delivered, 121,853,932, an increase of 16.68 per cent.; local postal cards delivered, 69,230,704, an increase of 14.48 per cent.; registered letters delivered, 3,093,961, an increase of 9.32 per cent.; newspapers delivered, 231,645,185, an increase of 13.79 per cent.

The number of letters collected was 414,198,891, an increase over that of last year of 19.95 per cent.; postal cards collected 130,057,314, an increase of 12.98 per cent.; newspapers collected 70,475,010, an increase of 8.84 per cent.

The whole number of pieces handled—delivered and collected—was 1,540,554,117, an increase of 16.30 per cent., and the average number handled by each carrier was 396,029, an increase of 10.02 per cent.

Additional information concerning the operations of the free delivery service will be found in the tabular statement marked E, appended to this report.

Aggregate result of free-delivery service for fiscal year ended June 30, 1884.

Statistics of free delivery.	Total.	Increase over last year.	Per cent. of increase.
Number of officers	159	5	3.25
Number of carriers	3,890	210	5.98
Mail letters delivered	402,577,395	60,563,645	17.70
Mail postal cards delivered	97,421,725	11,288,497	13.10
Local letters delivered	121,853,932	17,416,786	16.68
Local postal cards delivered	69,230,704	8,758,511	14.48
Registered letters delivered	3,093,961	263,758	9.32
Newspapers delivered	231,645,185	28,077,180	13.79
Letters collected	414,198,891	68,881,088	19.95
Postal cards collected	130,057,314	14,943,783	12.98
Newspapers collected	70,475,010	5,723,168	8.84
Whole number of pieces handled	1,540,554,117	215,916,416	16.30
Pieces handled per carrier	396,029	36,074	10.02
Total cost of service, including pay of post-office inspectors ..	\$3,504,206 52	\$330,870 01	10.42
Average cost per piece in mills	2.3	†0.1	†4.16
Average cost per carrier*	\$898 78	\$38 83	4.51
Amount of postage on local matter	\$4,777,484 87	\$417,745 65	9.95
Excess of postage on local matter over total cost of service ..	\$1,273,278 35	\$251,384 34	24.60

* Based on the aggregate (\$3,496,267.29) paid carriers, including incidental expenses at the several offices, less \$7,939.23 paid post-office inspectors.

† Decrease.

Long experience has shown that this system of delivery is more acceptable to the people than the old mode of office delivery; that it is more accurate and thorough in the delivery of letters; that it reduces the number of dead letters; that it diverts to the post-office many letters formerly delivered by private expresses and private messengers; that it stimulates mail and local correspondence, and increases the postage on local matter; that it saves time and money to the people and fruitless calls at the post-office, and yields a larger surplus of postage on local matter alone above its cost, notwithstanding this class of matter for which it gets credit is only about 25 per cent. of the matter handled by carriers. In view of these facts, I do not hesitate to advise that the law governing the establishment of this system be so changed as to authorize its extension to places of 10,000 inhabitants, provided the postal revenue for the preceding fiscal year at such places amounted to \$10,000; also that in case of several post-offices in the same city or place the revenues from all the offices may be aggregated and taken as a standard entitling such place to this system, provided it has the required population.

I would also call attention to a class of towns in the more densely settled portions of the country within short distances of one another, each with its separate post-office, which cannot be reached as the law now stands, having in the aggregate the required population and revenue, but none of which singly reaches the requirements of the law, viz: 20,000 population within its corporate limits or \$20,000 postal revenue.

The law should, in my judgment, be so changed as to allow the aggregation of the population and postal revenues of these towns, and when they meet the requirements of population and revenue this system should be extended. This could be easily done by establishing the service at the most important and central office and discontinuing the others, or substituting branches of the central office, as may be found on investigation to be most expedient. The result would be a diminution in the number of offices, and a more intelligent, economical, and satisfactory service.

In this connection, and as showing the extent to which the delivery of mail by carrier has been carried in the United Kingdom of Great Britain, I quote from a letter of July 19, 1883, from the General Post-Office, London, as follows:

"There is certainly no village, and but few hamlets, in the United Kingdom without a delivery of letters, &c., from house to house, and that although in certain thinly inhabited districts the letters are not delivered every day, they are still delivered at least twice or more, usually three times, a week. Indeed, with but rare exceptions, letters are delivered even in rural districts on six days of the week, if not seven. * * * As a rule, all towns and most of the considerable villages have two deliveries of letters from house to house every week day. * * * Of 880 head post-offices about 350 have two deliveries in the course of the day, 300 have three deliveries, 115 have four, 17 have five, 6 have six, and 1 (Liverpool) has seven daily deliveries. * * * In the London postal district, which comprises an area of about 216 square miles, the number of deliveries on week days ranges from twelve in the central or 'town' district to three in a few of the outer suburban districts, where the population is comparatively sparse."

The following table, compiled from the same correspondence, will show the extent to which the free delivery of letters, &c., by carriers has superseded the delivery through post-office boxes in several of the principal cities of the United Kingdom:

City.	Number of post-office boxes rented.	Number of letters, &c., delivered through boxes, weekly.	Total number of letters delivered weekly.	Percentage of letters delivered to box-holders.	Estimated population within city delivery.
Birmingham	162	65, 500	492, 500	13. 3	408, 000
Dublin	77	53, 000	442, 300	11. 9	316, 500
Edinburgh	56	27, 600	569, 900	4. 8	286, 400
Glasgow	178	79, 400	758, 000	10. 5	704, 400
Liverpool	206	59, 000	852, 600	6. 9	681, 900
Manchester	548	186, 000	875, 500	21. 2	597, 700
Sheffield	176	38, 500	205, 300	18. 7	284, 400
London, E. C. district	190	193, 000	2, 710, 300	7. 1	.....

DIVISION OF CORRESPONDENCE.

The following is a summary of the work performed in this division:

Number of letters written to postmasters and to private individuals, involving decisions under postal regulations and laws, during the past fiscal year	11, 155
Number of telegrams sent in reply to communications requiring the immediate action of the Department	98
Number of newspapers and periodical publications claiming the right of admission as second-class matter that have been examined and admitted or rejected	3, 410
Amount of money collected from publishers of second-class matter for violation of law in inclosing third-class matter in their publications	\$3, 689 07

This collection was made through the office of the Third Assistant Postmaster-General, as the result of decisions made in this office, and shows an increase of about 83½ per cent. over the collections from the same source for the last fiscal year.

The increase in the correspondence of the office for the same period was 3½ per cent.

The preceding statement is a compilation of results, and from the casual perusal of it no accurate idea of the actual mental and clerical labor required to attain the same can be formed.

The questions that properly belong (and are referred or addressed) to this division embrace many of importance to business men, one of its principal functions being the classification of mail matter and the fixing of the rates of postage chargeable thereon.

Questions concerning the right to the possession of letters containing money or drafts, and addressed to lunatics, deceased persons, or defunct corporations; the classification of printed matter, which always requires careful consideration and close discrimination; the collection of fines imposed upon firms or individuals for inclosing matter chargeable with a higher rate of postage in that of a lower; and the consideration of numerous other questions of importance, which require the accurate construction of the United States statutes and the regulations of the Department governing the same, may be said to constitute the chief labors this division is called upon to perform.

LETTER-BOOK CLERKS.

There were recorded during the past fiscal year, by the two clerks assigned to this duty, 30,188 manuscript letters, orders, and reference papers.

It is estimated that at least 75,000 circulars and printed letters of inquiry or instruction were during the same period directed and mailed by these employés.

PRINCIPAL MESSENGER.

The employé who acts in this capacity received, opened, and distributed during the last year 627,256 letters, papers, requisitions, packages, &c., pertaining to the business of the bureau.

SALARY AND ALLOWANCE DIVISION.

The year just closed has been one of unusual activity in postal matters. Many changes and improvements were made, and as all adjustments and readjustments of postmaster's salaries, and allowances for clerk hire, rent, fuel, light, &c., were made through this division, the small force employed deserve special recognition for the creditable record made by it.

In order to give an idea of the nature and variety of the duties assigned to this division, I will state them in concise form, viz:

DUTIES ASSIGNED TO THE SALARY AND ALLOWANCE DIVISION.

The most important duties assigned to this division are the adjustment of the salaries of Presidential postmasters, or postmasters of the first, second, and third classes; the consideration of applications for clerk hire, rent, fuel, light, furniture, miscellaneous and incidental expenses, and the examination of the quarterly returns or accounts of

postmasters at offices of the first and second classes, before they are finally passed by the Auditor of the Treasury for the Post-Office Department; the regulation of the salaries and duties of the employés necessary for the proper transaction of the postal business in the larger post-offices; the supervision and regulation of box-rent rates and deposits for keys for lock-boxes; and the management of the large correspondence incidental to the transaction of the important duties as herein mentioned. The clerical work pertaining to the leasing of buildings or premises for post-offices was also performed in this division until March 31, 1884.

During the year the duties of this division were largely increased by the reduction of the rate of postage on first-class mail matter, and by the change in the law regulating the compensation of postmasters; the act of Congress approved March 3, 1883, requiring an adjustment of the salaries of Presidential postmasters to take effect October 1, 1883, simultaneously with the reduction of postage from three to two cents. This adjustment was made, and from October 1, 1883, the salaries of Presidential postmasters were equalized and fixed upon the basis of the gross receipts of their respective offices.

The new law requires these salaries to be adjusted annually instead of biennially, as heretofore; and the first annual adjustment was made upon the basis of the gross receipts accruing at the respective offices for the four quarters ended March 31, 1884, to take effect July 1, 1884. This important and extra duty, together with the wonderful increase in all of the branches of the postal service, more than doubled the work of this division.

The duty of regulating the key-deposit trust fund, assigned to this division just previous to the beginning of the past fiscal year, has also caused a large increase of work; but it is now so systematized that the heavy correspondence incident thereto is promptly attended to.

In addition to the regular duties of the division, as hereinbefore stated, on April 7, 1884, under order of the Postmaster-General, the work of reviewing and readjusting the salaries of postmasters at offices of the third, fourth, and fifth classes, under the act of Congress approved March 3, 1883, for the decade from July 1, 1864, to July 1, 1874, was assigned to it. At the same time a detail of seven clerks from other Bureaus of the Department was made, and six weeks later this force was increased to nine clerks.

This work, as you know, is one of considerable magnitude and importance, and it is increasing daily. The work of review is progressing as rapidly as possible with the limited force at command.

The number of letters received by this division for the fiscal year ended June 30, 1884, amounted to 17,837; an increase of 7,317, or 69.5 per cent., as compared with 1883, and 12,939, or 263.9 per cent., more than the number received during 1880.

The total number of letters written reached the large figure of 21,393; an increase of 11,393, or 113.8 per cent., over 1883. In other words, the number of letters written during the past fiscal year amounted to more than double the number during 1883.

There were mailed 21,228 circular letters; an increase of 6,745, or 46.5 per cent., as compared with 1883.

The allowances made for clerk-hire were 3,917; an increase of 1,159, or 42.0 per cent., over 1883. The aggregate amount allowed for clerk-hire was \$4,765,103.59.

The total number of applications for clerk-hire declined was 1,319;

being a decrease, as compared with the year 1883, of 1,285, or 49.3 per cent.

There were made 2,518 allowances for rent, fuel, and light; an increase of 57, or 2.3 per cent., over 1883. This slight increase was occasioned by inadequate appropriations for rent, fuel, and light for post-offices, the limited fund compelling the Department to decline many meritorious applications.

Applications for allowances for rent, fuel, and light to the number of 967 were declined; an increase of 345, or 55.4 per cent., over 1883.

The allowances for miscellaneous items made numbered 4,551, and 1,613 applications for allowances for miscellaneous items were declined. As compared with the previous year, this is a decrease of 888, or 35.5 per cent., and this improvement is largely owing to the operation of Department order of September 7, 1883, requiring postmasters at the larger offices to make application for each quarter in advance for authority for making miscellaneous expenditures.

The allowances made for furniture were 647; an increase of 104, or 19.1 per cent., over 1883; and 779 applications for furniture were declined, a decrease of 136, or 14.8 per cent., as compared with 1883.

There were 207 applications for stationery declined. These applications all related to amounts disallowed for stationery for the fiscal year ended June 30, 1883, caused by the exhausted appropriation for that year.

There were made 218 allowances for advertising, the aggregate amount allowed being \$9,128.14; and 116 applications for advertising were declined.

There were 248 fourth-class post-offices reported by the Auditor, where the annual compensation for postmasters amounted to \$1,000, exclusive of money-order commissions; and 248 fourth-class offices were assigned to higher grades, the aggregate salaries of postmasters thereat making a total of \$269,900.

The special adjustments of postmasters' salaries made numbered 328, involving an aggregate amount of \$302,400 for salaries.

There were 101 salaries of postmasters reduced or discontinued, making a saving of \$107,200.

The total number of salaries of Presidential postmasters adjusted during the year amounted to 4,835; and the aggregate amount involved for salaries in all the adjustments amounted to \$7,842,200.

The allowances for clerk-hire reduced or discontinued during the year numbered 92, making a saving of \$48,117; and 217 allowances for rent, fuel, and light were reduced or discontinued, making a saving of \$48,353.

The work of reviewing and readjusting the salaries of postmasters at offices of the third, fourth, and fifth classes, under the act of March 3, 1883, was assigned verbally to this division by the Postmaster-General April 7, 1884, and since that date 26,892 applications for review of salaries under the said act have been received and placed upon the files of the Department.

The number of applications reviewed and readjusted was 6,894, and 2,005 were allowed, involving an additional amount for the compensation or back pay of postmasters of \$158,447.73.

There were 4,889 applications reviewed and found to be below the ten per cent. increase requirement of law.

The following tabulated statement will show, in concise form, the operations of this division for the fiscal years 1880, 1881, 1882, 1883, and 1884, inclusive, viz:

ADJUSTMENT OF PRESIDENTIAL POSTMASTERS' SALARIES. 73

Table showing volume of business transacted in the Salary and Allowance Division, office of the First Assistant Postmaster-General, for the fiscal years ended June 30, 1880, 1881, 1882, 1883, and 1884, and increase of work since 1880.

Items.	Fiscal year ended June 30—					Increase of work 1884 over 1880.
	1880.	1881.	1882.	1883.	1884.	
Letters received	4,898	4,255	8,806	10,520	17,837	No. 12,939
Letters written	5,160	4,751	7,398	10,002	21,393	16,233
Circular letters sent out			13,503	14,483	21,228	21,228
Allowances for clerk-hire made	1,336	1,694	2,280	2,758	3,917	2,581
Allowances for clerk-hire declined	1,929	1,603	1,694	2,604	1,319	*610
Allowances for rent, fuel, and light made	392	379	499	2,461	2,518	2,126
Allowances for rent, fuel, and light declined	223	144	171	622	967	744
Allowances for miscellaneous items made	484	703	3,177	4,970	4,551	4,067
Allowances for miscellaneous items declined	96	534	855	2,501	1,613	1,517
Allowances for furniture made	166	117	258	543	647	481
Allowances for furniture declined	596	337	244	915	779	183
Allowances for stationery made	615	635	2,628	3,239		
Allowances for stationery declined	19	19	918	1,128	207	188
Allowances for advertising made			21	368	218	218
Allowances for advertising declined			39	120	116	116
Cases referred to chief post-office inspector	48	34	189	368	283	235
Special adjustments postmasters' salaries		251	238	349	328	328
Biennial adjustments postmasters' salaries	1,764		2,012		4,875	3,111
Fourth-class post-offices reported by the Auditor where the annual compensation of the postmaster amounts to \$1,000 exclusive of money-order fees ..	117	152	192	298	228	111
Presidential offices relegated to fourth class			9	15	97	97
Fourth-class offices assigned to the third class	99	113	145	174	248	149
Lease cases prepared			33	176	37	†37
Leases in operation			313	228	298	298
Cases of all kinds made special		117	787	378	194	194
Discontinued rent			5	22	217	217
Discontinued clerk-hire			17	217	92	92
Presidential post-offices	1,764	1,863	2,003	2,176	2,323	559
Claims for readjustment of postmasters' salaries under act of March 3, 1883				6,567	26,892	26,892
Railway mail service allowances made		†74				
Employés (average)	3	3	4	5	7	

* Decrease. † To March 31, 1884. ‡ Transferred to office Second Assistant Postmaster-General.

ADJUSTMENT OF PRESIDENTIAL POSTMASTERS' SALARIES.

In compliance with the requirements of the act of Congress approved March 3, 1883, the salaries of Presidential postmasters, or postmasters at offices of the first, second, and third classes, were adjusted and fixed upon the basis of the receipts of their respective offices, to take effect October 1, 1883, simultaneously with the reduction of postage on first-class mail matter. This adjustment was made upon the postmasters' returns for the four quarters ended June 30, 1883, being a full year upon the old or 3-cent rate of postage.

On July 1, 1883, the Presidential list of offices numbered 2,176, and under the operation of law 44 new offices were added, to take effect October 1, 1883, making a total of 2,220. Under the adjustment, as required by the act of March 3, 1883, 25 offices were relegated to the fourth class, leaving a total of 2,195 offices on the Presidential list, from October 1, 1883. The aggregate salaries of these postmasters amounted to \$3,707,500; and the grand total of receipts from the same offices amounted to \$33,535,253.95, or 74.28 per cent. of the revenue of the Department for the same period. The aggregate salaries of the postmasters amounted to 11.6 per cent. of the receipts which accrued at their offices.

In accordance with the requirements of the new law, making provision for the *annual* instead of the *biennial* adjustments, as heretofore, the *first annual* adjustments of the salaries of Presidential postmasters were made, to take effect July 1, 1884. Two thousand three hundred and fifty-seven adjustments were made upon the basis of the returns from the respective offices for the four quarters ended March 31, 1884, being six months' revenue upon the *old* or *3-cent rate*, and six months upon the *new* or *reduced rate of 2 cents*; 72 offices were relegated to the fourth class, and 38 new offices were added to the Presidential list from July 1, last, making the total number of Presidential offices, from July 1, 1884, 2,323. The aggregate amount required to pay the salaries of these postmasters is \$3,828,700; and the grand total of gross receipts which accrued at the same offices for the four quarters ended March 31, 1884, amounted to \$33,031,697.33. The aggregate salaries of the postmasters will absorb 11.59 per cent. of the revenue of the Presidential offices.

With a view of showing the number of Presidential post-offices, the aggregate salaries of postmasters, and the aggregate receipts for the four quarters ended March 31, 1884, by States and Territories, the following tabulated statement has been prepared:

Statement showing the number of Presidential post-offices in the several States and Territories, and the aggregate salaries of the postmasters thereat as adjusted to take effect July 1, 1884.

States and Territories.			
	Number of Presidential post-offices, adjustment of July 1, 1884.	Aggregate salaries of postmasters.	Aggregate receipts, four quarters ended March 31, 1884.
Alabama	22	\$34,300	\$165,815 34
Arizona	6	9,600	34,998 67
Arkansas	18	27,800	111,187 86
California	56	95,600	923,869 72
Colorado	33	54,100	328,928 32
Connecticut	55	95,900	662,633 07
Dakota	41	61,500	202,979 31
Delaware	7	11,200	67,460 44
District of Columbia	1	5,000	273,375 67
Florida	14	23,600	94,615 81
Georgia	29	48,400	341,531 45
Idaho	4	5,600	15,256 96
Illinois	189	297,900	3,071,819 60
Indiana	93	149,800	774,471 10
Iowa	132	210,100	925,569 43
Kansas	89	137,000	516,281 36
Kentucky	39	62,900	477,278 74
Louisiana	12	19,200	309,882 34
Maine	37	59,900	331,803 11
Maryland	19	32,900	607,536 74
Massachusetts	118	210,000	2,589,108 29
Michigan	115	187,600	1,086,486 38
Minnesota	51	81,200	617,360 25
Mississippi	23	34,500	110,501 78
Missouri	78	123,100	1,448,219 76
Montana	12	19,900	76,915 72
Nebraska	49	73,200	327,994 41
Nevada	9	13,300	39,596 65
New Hampshire	32	50,100	206,678 42
New Jersey	62	113,100	727,195 68
New Mexico	7	12,500	47,963 52
New York	221	382,500	7,149,991 98
North Carolina	24	37,000	140,411 72
Ohio	136	241,800	2,162,041 80
Oregon	13	21,100	127,440 59

Statement showing the number of Presidential post-offices, &c.—Continued.

States and Territories.	Number of presidential post-offices, adjustment of July 1, 1884.	Aggregate salaries of postmasters.	Aggregate receipts, four quarters ended March 31, 1884.
Pennsylvania	166	\$281,000	\$3,104,844 05
Rhode Island	11	22,500	280,327 19
South Carolina	19	28,500	146,032 71
Tennessee	27	43,500	326,773 07
Texas	77	121,400	574,671 83
Utah	5	9,100	61,724 19
Vermont	26	42,400	160,102 20
Virginia	31	54,900	358,687 24
Washington	11	17,700	62,416 40
West Virginia	16	24,600	107,587 60
Wisconsin	84	132,800	724,875 43
Wyoming	4	7,100	28,453 43
Total	2,323	3,828,700	33,031,697 33

Grand total of gross receipts	\$33,031,697 33
Grand total of postmasters' salaries	3,828,700 00
Percentage of gross receipts absorbed by salaries	11.59

The grand total of gross receipts for the four quarters ended March 31, 1884, was 74.80 per cent. of the revenue of the Post-Office Department for the same period.

A comparison of the adjustment of July 1, 1884, with the adjustment made to take effect October 1, 1883, can be made by examining the above table in connection with the tabulated statement, as shown on page 55 of the report of the Postmaster-General for the fiscal year ended June 30, 1883.

LEASES.

From July 1, 1883, to March 31, 1884, the time the work attendant upon the leasing of buildings and premises for postal purposes was performed in this division, only 37 lease cases were prepared, a remarkable falling off as compared with the previous year, when the number was 156. This was chiefly owing to the great embarrassment in which the Department was placed on account of the lack of well-defined authority to make contracts beyond the fiscal year. The total number of leases in operation June 30, 1884, was 298, involving an aggregate amount of \$282,683 for rent. A report of the leasing operations for the fiscal year ended June 30, 1884, will be made by the law clerk of the Department, who was placed in charge of leases by the Postmaster-General April 1, 1884.

BOX-RENTS.

The regulation of box-rent rates was extended during the past year to all offices where postmasters collect box-rents.

From the statements furnished by postmasters at the request of this office relative to the number, condition, and rental price of their boxes, it is shown that a prompt and careful supervision of this matter is necessary in order to insure practical uniformity of prices.

Thousands of postmasters at small offices, especially in the East, or thickly populated States, have for years, in violation of the strict letter of the law, provided some of their principal patrons with boxes free of rent. Again, a large number of postmasters, usually located in the Territories and sparsely settled States, have been charging exorbitant rental prices. This wide diversity in prices is being adjusted, so far as practicable, on a basis of uniform rates, regard being had for local circumstances, such as the cost of living and the general prices prevailing in different localities. Experience has proved, beyond the possibility of a doubt, that moderate rental prices produce the most satisfactory results.

The exercise of greater care in the supervision of this matter has already resulted in a great improvement of the service in this respect, and further improvements will be made during the present year.

KEY DEPOSITS.

The regulations relating to key deposits have been modified in some respects, the most important being that of allowing the postmasters at the smaller offices to exercise limited discretion in collecting deposits for keys. In the smaller towns, where postmasters are acquainted with most of the lock-box patrons, it is difficult to carry out the regulations of the Department without, in many instances, engendering bad feeling, and in some cases a serious falling off in box-rents. Many postmasters have made formal complaint to the Department of the stringency of the regulations, very generally asserting that the most unpleasant duty imposed upon them was the collection of the deposits for keys; and a number of postmasters, in order to comply with the *letter* of the law, took from their own funds the amounts required to represent the necessary deposits for keys rather than enforce its actual collection upon their neighbors, thus evading the true purpose of the regulation; and as the boxes and fixtures, as well as the keys and lock-boxes, in the smaller offices are very generally owned by the postmasters themselves, the protection afforded by the deposit for keys is in such cases a protection to the postmasters themselves, as the loss from keys not returned would, if there were no deposit, fall upon them, and not upon the Department. Therefore, inasmuch as the benefit of the key deposits in such cases inures solely to the postmasters, and as many postmasters prefer to bear the risk of loss on account of keys withheld rather than suffer a loss of box-rent, it was deemed advisable to permit them to exercise this reasonable discretion. The regulation, however, requiring postmasters to account to this office for all key deposits coming into their possession is strictly enforced. Their returns are now made semi-annually, instead of quarterly, as heretofore.

With these changes, the operation of the present regulations relative to key deposits is quite satisfactory.

REVIEW OF THE SALARIES OF POSTMASTERS OF THE THIRD, FOURTH, AND FIFTH CLASSES, UNDER THE ACT OF MARCH 3, 1883.

Under the act of Congress, approved March 3, 1883, as construed by the Attorney-General of the United States, under date of February 13, 1884, and reaffirmed June 14, 1884, the work of reviewing the salaries of postmasters and ex-postmasters of the third, fourth, and fifth classes was assigned, by verbal order of the Postmaster-General, to the division of salary and allowances on the 7th of April, 1884; and at the same time a detail was made of seven clerks from other bureaus of the De-

partment to carry on the work, and six weeks later this force was increased to nine clerks.

After the work had been assigned to this division, the large number of applications for review of salaries, which from time to time had been received at the Department, was collected, briefed, and classified by States and Territories; and, with a view of hastening the work, it was thoroughly systematized, so as to economize clerical labor and insure rapid adjustment of the claims. At the same time, and after a careful consideration of the subject, it was recommended that Congress be asked to provide a special force to carry on the work; also, that a limitation to the presentation of claims be fixed by Congress. This was not done, and therefore these recommendations are renewed in another part of this report. The period covered by the act of March 3, 1883, is from July 1, 1864, to June 30, 1874, although, under the biennial system of adjustments, actual benefits which may accrue to postmasters under the act date from July 1, 1866.

I have had prepared from the records of the Department the following tabulated statement of the aggregate compensation paid to postmasters; the number of offices in operation; the number of Presidential offices, and offices of the first and second classes; and offices of the third, fourth, and fifth classes coming under the said act, for each of the fiscal years from 1864 to 1874, inclusive, viz:

Statement showing aggregate compensation of postmasters, total number of post-offices, number of Presidential post-offices, post-offices of the first and second classes, and post-offices of the third, fourth, and fifth classes, coming within the scope of the act of March 3, 1883, for each fiscal year from June 30, 1864, to June 30, 1874.

For fiscal year ended June 30—	Aggregate compensation of postmasters.	Number of post-offices in operation.	Number of Presidential post-offices.	Number of post-offices of first and second classes.	Number of post-offices of third, fourth, and fifth classes.
1864	\$3,174,325 68	28,878	705	261	28,617
1865	3,383,381 77	28,882	712	249	28,638
1866	3,454,677 44	23,828	709	274	23,554
1867	4,033,728 17	25,163	837	274	24,880
1868	4,255,310 98	26,481	849	400	26,081
1869	4,546,958 43	27,100	980	400	26,700
1870	4,673,466 79	28,492	1,093	522	27,970
1871	5,028,381 85	30,045	1,172	522	29,523
1872	5,121,665 20	31,863	1,200	560	31,303
1873	5,725,468 12	33,244	1,363	560	32,684
1874	5,818,472 17	34,294	1,408	.....	.....
Total	49,215,836 60	318,270	11,028	4,022	279,954

An examination of this table will show that the number of first and second class post-offices, for the period named, form but a very small portion of the total number of post-offices in operation.

As soon as possible after the assignment of the work various circular letters of instruction were prepared and distributed to claimants throughout the country. The work of review was pushed as rapidly as possible, and by the close of the fiscal year June 30, 1884, the first schedule of claims from the States and Territories of Alabama, Indiana, Iowa, Connecticut, Arizona, Dakota, Florida, and Colorado had been completed, and the amounts, as found due, certified to the Auditor of the Treasury for the Post-Office Department. The aggregate amount involved in the schedules named was \$45,213.80, and an appropriation for the payment of these claims was made by Congress in "an act mak-

ing appropriations to supply deficiencies in the appropriations for the fiscal year ending June 30, 1884," approved July 7, 1884.

Since that date the first schedules of claims from the States and Territories of Kansas, Arkansas, Georgia, California, Delaware, Illinois, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, and Mississippi have been completed, and the amounts found due certified to the Auditor of the Treasury for the Post-Office Department. The aggregate additional amount found due to the present time is \$158,447.73, making a total sum, excluding the amount already appropriated by Congress, of \$113,233.93 unprovided for at this time.

The present results of the work are shown in the following tabulated statement, viz:

Statement showing the present condition of the adjustment of postmasters' salaries under the act of March 3, 1883.

Date of schedule.	State.	No. of schedule.	Total number of cases received.	Number allowed to date.	Aggregate amount heretofore allowed postmasters.	Aggregate amount allowed under act March 3, 1883.
1884.						
May 14	Alabama.....	1	88	38	\$10,880 00	\$3,586 42
June 9	Indiana.....	1	565	222	64,035 79	17,246 26
11	Iowa.....	1	713	175	58,905 42	15,117 81
16	Connecticut.....	1	261	69	31,528 79	6,187 54
24	Arizona.....	1	3	1	495 00	103 54
24	Dakota.....	1	22	1	402 50	51 85
24	Florida.....	1	57	10	8,709 04	2,702 86
25	Colorado.....	1	56	6	660 83	217 52
July 2	Kansas.....	1	178	69	13,251 53	3,509 34
2	Arkansas.....	1	26	13	3,865 11	1,592 94
5	Georgia.....	1	76	24	7,853 52	2,280 40
Aug. 30	California.....	1	156	31	13,949 29	3,964 39
30	Delaware.....	1	32	6	730 06	622 64
30	Illinois.....	1	1,722	546	164,677 33	39,834 34
30	Kentucky.....	1	215	70	19,482 30	5,864 11
30	Louisiana.....	1	75	15	7,001 56	1,947 86
30	Maine.....	1	497	146	30,190 73	7,895 10
30	Maryland.....	1	212	61	21,135 95	12,539 23
Sept. 8	Massachusetts.....	1	466	111	62,521 77	13,474 80
25	Michigan.....	1	753	224	46,180 42	11,106 27
Oct. 1	Minnesota.....	1	499	139	20,515 13	5,602 78
3	Mississippi.....	1	100	26	10,778 96	2,998 73
	Total.....	22	6,772	2,005	597,751 3	158,447 73

LEGISLATION RECOMMENDED.

LEASES.

Although the work relating to the leasing of buildings and premises for postal purposes was transferred to the law clerk of the Post-Office Department from April 1, 1884, the leasing operations were under the supervision of this office during the past fiscal year for the three quarters ended March 31, 1884, and I therefore deem it my duty to reaffirm the opinion expressed in the report for the fiscal year ended June 30, 1883, that it is the duty of the Government to furnish roomy and well-arranged post-offices for the transaction of postal business.

The Department has been greatly embarrassed for the want of a well-defined law upon this subject.

The recommendation of this office last year that the Department should have ample discretionary power in the matter of leasing buildings for post-offices was cordially approved by the Postmaster-General and favorably considered by both the Senate and House committees; and the bill authorizing the Postmaster-General to make leases for not

exceeding ten years was passed by the Senate under date of March 5, 1884, but failed in the House on account of the crowded condition of legislation towards the close of the session. I would therefore suggest that the recommendation made last year, that the Postmaster-General be authorized to lease buildings and premises for postal purposes, be renewed at the coming session of Congress.

BUILDINGS FOR POST-OFFICES.

I suggest that the attention of Congress be invited to the subject of erecting buildings for post-offices in all cities of twenty thousand inhabitants and upwards where Government buildings are not now built. Such a policy would greatly improve the service, especially in the communities directly benefited, and would be a measure in the interest of practical economy.

Should this matter receive the attention of Congress, this office will cheerfully furnish any information relative to the matter which may be required.

OFFICE RENT, FUEL AND LIGHT, STATIONERY, MISCELLANEOUS AND INCIDENTAL ITEMS AT THIRD-CLASS OFFICES.

The recommendation made last year, that the Government should pay the office rent at offices of the third class, received the earnest support of the Postmaster-General, and also the favorable consideration of the committees of the Senate and House; but the bill failed to become a law. I renew the recommendation; and from further consideration of the duties and responsibilities of postmasters at offices of the third class, and the rights of the public, I am of the opinion that provision should be made not only for paying the office rent, but also for the payment of the expenses for fuel and light, stationery, and miscellaneous items.

These postmasters are now compelled to pay the expenses of rent, fuel and light, stationery, and miscellaneous items, and, in many cases, a part of the clerk hire.

As was stated last year, it is a hardship to compel these postmasters to pay these expenses from their not over-generous salaries or from private funds. I therefore recommend that Congress be asked to make provisions for paying the rent, fuel and light, stationery, and miscellaneous expenses at offices of the third class. This office will furnish a list of these offices, with estimates of the amount required to pay expenses, as suggested, at any time.

MONEY-ORDER CLERK HIRE.

The act of Congress approved March 3, 1883, prohibiting clerks employed on money-order work in post-offices from engaging in any other postal duties is still causing considerable trouble and annoyance to this office. The recommendation submitted last year, that the allowance for clerk hire, as made by this office, should cover the entire cost of clerical labor required at any and all points, received the favorable consideration of the committees of the Senate and House; but the bill as reported failed to become a law. I therefore recommend that this matter be again brought to the attention of Congress.

LIMITATION OF APPLICATIONS FOR REVIEW OF SALARIES OF POSTMASTERS.

In the special report of this office, dated April 3, 1884, relative to the work of reviewing the salaries of postmasters of the third, fourth, and fifth classes, under the act of March 3, 1883, as construed by the honorable the Attorney-General of the United States, it was sug-

gested that the attention of Congress be invited to the subject of fixing a limit to the presentation of claims of this character. This was not done; and I therefore renew the recommendation, and would suggest that some date in the near future—say January 1, 1886—be fixed as a limitation for the presentation of applications under the said act.

Under existing law claims for a review of salary can be filed at any time; and, unless some limitation is placed upon filing claims, it will be readily observed that there will be, practically, no end to the work of reviewing the said salaries, which matter has already occupied more or less of the attention of this office for some years.

I also desire to recommend, in connection with the above-mentioned work, that the estimate, which has been made in the usual way, for a temporary force of ten clerks for this service, to be employed in the Salary and Allowance Division for one year, shall, if approved and authorized by Congress, be made to take effect from the passage of the act in which the employment of these clerks shall be provided for.

OFFICE FURNITURE.

As stated in the report of last year, bids for safes, under date of August 18, 1882, and December 15, 1882, were accepted by the clerk in charge of the Salary and Allowance Division during that year for the following offices and at the prices named:

<i>August 18, 1882.</i>	
Watertown, New York	\$290
Elgin, Illinois	290
Durango, Colorado	480
Adrian, Michigan	280
Newburgh, New York	285
Monmouth, Illinois	290
Ithaca, New York	285
San Diego, California	395
El Paso, Texas	450
<i>December 15, 1882.</i>	
Streator, Illinois	299
Westfield, Massachusetts	299
Richmond, Indiana	290
Lewiston, Maine	303
Salem, Massachusetts	298
Kansas City, Missouri	321
Hornellsville, New York	289
Canton, Ohio	287
Altoona, Pennsylvania	291
Total	5,722

The vouchers covering the cost of these safes, submitted by the postmasters with their quarterly returns to the Auditor of the Treasury for the Post-Office Department, were disallowed on account of the exhausted appropriation applicable for the purpose.

This matter was brought to the attention of Congress at its last session, but provision for the payment of the safes was not made.

I therefore recommend that the attention of Congress be again invited to this matter, and repeat that these safes were furnished in good faith at very reasonable prices, and in most cases postmasters anticipated their payment by the Department by paying the bills as presented from their own funds.

The interests of this Bureau are so many and so various that their satisfactory administration is always more or less difficult and embarrassing. These interests are not only coextensive with the country, but they intimately concern, so far as the management of post-offices

is concerned, every citizen of the land. So far as I have had authority to direct the administration of these affairs, it has always been my object to do so with justice and fidelity.

Very respectfully,

JAMES H. MARR,
Acting First Assistant Postmaster-General.

Hon. FRANK HATTON,
Postmaster-General.

6981 P M G—6

TABLE B.—Statement showing the number of Presidential post-offices in each State and Territory June 30, 1883, and June 30, 1884, with increase and decrease; also, the number of post-offices of each class, together with the number of money-order post-offices and stations, by States and Territories, June 30, 1884.

States and Territories.	Number of Presidential post-offices June 30, 1883.	Number of Presidential post-offices June 30, 1884.	Increase.	Decrease.	Number of post-offices of the first class.	Number of post-offices of the second class.	Number of post-offices of the third class.	Number of post-offices of the fourth class.	Number of money-order post-offices June 30, 1884.	Number of money-order post-office stations.
Alabama	20	22	2	.....	1	3	18	1,357	82	.....
Alaska .....	.....	.....	.....	.....	.....	.....	.....	6	.....	.....
Arizona	5	6	1	.....	.....	1	5	131	10	.....
Arkansas	15	18	3	.....	.....	4	14	1,077	91	.....
California	57	56	.....	1	4	3	49	933	160	4
Colorado	38	33	.....	5	1	4	28	472	75	.....
Connecticut	53	55	2	.....	3	13	39	409	67	.....
Dakota	20	41	21	.....	.....	6	35	795	66	.....
Delaware	7	7	.....	.....	1	.....	6	116	15	.....
District of Columbia	1	1	.....	.....	1	.....	.....	5	1	3
Florida	13	14	1	.....	.....	2	12	502	38	.....
Georgia	28	29	1	.....	2	4	23	1,311	99	.....
Idaho	2	4	2	.....	.....	.....	4	166	19	.....
Illinois	186	189	3	.....	5	25	159	1,977	538	8
Indiana	87	93	6	.....	1	16	76	1,756	273	.....
Indian Territory .....	.....	.....	.....	.....	.....	.....	.....	139	6	.....
Iowa	120	132	12	.....	3	18	111	1,487	448	.....
Kansas	79	89	10	.....	1	13	75	1,517	273	1
Kentucky	34	39	5	.....	1	7	31	1,616	102	.....
Louisiana	14	12	.....	2	1	1	10	565	57	.....
Maine	31	37	6	.....	2	7	28	957	109	.....
Maryland	20	19	.....	1	1	4	14	812	59	.....
Massachusetts	116	117	1	.....	6	25	86	663	170	15
Michigan	105	115	10	.....	2	23	90	1,490	314	.....
Minnesota	51	51	.....	.....	2	8	41	1,043	165	.....
Mississippi	22	23	1	.....	.....	4	19	840	91	.....
Missouri	66	78	12	.....	3	5	70	1,892	263	3
Montana	9	12	3	.....	.....	2	10	195	25	.....
Nebraska	39	49	10	.....	1	6	42	880	148	.....
Nevada	11	9	.....	2	.....	1	8	134	21	.....
New Hampshire	30	32	2	.....	.....	6	26	468	74	.....
New Jersey	58	62	4	.....	4	15	43	684	81	4
New Mexico	6	7	1	.....	.....	3	4	165	19	.....
New York	207	221	14	.....	10	45	166	2,904	436	18
North Carolina	18	24	6	.....	.....	3	21	1,784	99	.....
Ohio	134	136	2	.....	6	39	91	2,573	420	4
Oregon	12	13	1	.....	1	1	11	435	54	.....
Pennsylvania	154	166	12	.....	5	36	125	3,672	351	9
Rhode Island	11	11	.....	.....	1	4	6	114	19	.....
South Carolina	16	19	3	.....	1	2	16	776	49	.....
Tennessee	21	27	6	.....	2	3	22	1,785	106	.....
Texas	61	77	16	.....	4	9	64	1,530	214	.....
Utah	7	5	.....	2	1	1	3	234	17	.....
Vermont	27	26	.....	1	.....	6	20	484	89	.....
Virginia	28	31	3	.....	2	6	23	1,853	100	.....
Washington	8	11	3	.....	.....	2	9	320	22	.....
West Virginia	14	17	3	.....	1	2	14	1,101	57	.....
Wisconsin	78	84	6	.....	1	15	68	1,375	241	2
Wyoming	4	4	.....	.....	.....	1	3	94	10	.....
Total	2,143	2,323	194	14	81	404	1,838	47,694	6,243	71

TABLE C.—Total operations of the appointment division of the office of the First Assistant Postmaster-General for the year ended June 30, 1884; also statement of the number of post-offices in each State and Territory June 30, 1883, and June 30, 1884, with increase or decrease.

States and Territories.	Post-offices.			Postmasters.			Total number of cases.	Whole number of post-offices June 30, 1883.	Whole number of post-offices June 30, 1884.	Increase.	Decrease.
	Established.	Discontinued.	Names and sites changed.	Resigned and commissions expired.	Removed and suspended.	Deceased.					
Alabama	115	55	22	217	13	19	441	1,322	1,382	60	.....
Alaska				2			2	6	6		.....
Arizona	25	15	4	38	2	2	86	125	135	10	.....
Arkansas	146	69	30	237	12	18	512	1,024	1,101	77	.....
California	45	30	17	152	5	13	262	972	987	15	.....
Colorado	53	34	22	172	11	1	293	487	506	19	.....
Connecticut	7	2	2	50		4	65	459	464	5	.....
Dakota	183	55	57	178	23	6	502	709	837	128	.....
Delaware	5	1		9	1	2	18	119	123	4	.....
District of Columbia				1		1	2	6	6		.....
Florida	99	22	8	85	10	7	231	440	517	77	.....
Georgia	101	46	35	221	14	14	431	1,288	1,343	55	.....
Idaho	34	7	8	27	5		81	142	169	27	.....
Illinois	80	25	23	339	22	18	507	2,112	2,167	55	.....
Indiana	88	26	18	258	27	20	437	1,787	1,849	62	.....
Indian Territory	26	10	6	38		1	81	122	138	16	.....
Iowa	94	41	26	321	20	14	516	1,566	1,619	53	.....
Kansas	95	58	81	353	14	6	607	1,566	1,603	37	.....
Kentucky	121	54	21	327	20	12	555	1,593	1,660	67	.....
Louisiana	64	17	3	92	9	6	191	528	575	47	.....
Maine	24	7	4	90	5	14	144	974	991	17	.....
Maryland	44	10	11	74	7	10	156	798	832	34	.....
Massachusetts	14	4	4	56	2	12	92	771	781	10	.....
Michigan	109	30	19	254	13	11	436	1,526	1,605	79	.....
Minnesota	79	36	23	148	16	7	309	1,052	1,095	43	.....
Mississippi	88	36	17	128	8	16	293	810	862	52	.....
Missouri	122	66	49	392	17	19	665	1,912	1,968	56	.....
Montana	30	23	6	41	4		104	199	206	7	.....
Nebraska	113	60	56	166	13	2	410	875	928	53	.....
Nevada	13	8	2	35	2		60	139	144	5	.....
New Hampshire	10		3	48	7	7	75	490	500	10	.....
New Jersey	26	3	14	53	2	12	110	723	746	23	.....
New Mexico	12	13	2	46	2	1	76	173	172		.....
New York	57	17	20	246	27	35	302	3,082	3,122	40	.....
North Carolina	170	44	37	216	18	20	505	1,685	1,811	126	.....
Ohio	116	29	20	366	23	27	581	2,620	2,707	87	.....
Oregon	50	11	17	81	5	6	170	407	446	39	.....
Pennsylvania	153	29	41	332	17	29	601	3,716	3,840	124	.....
Rhode Island	3	1		13		2	19	122	124	2	.....
South Carolina	56	33	16	104	17	9	235	770	793	23	.....
Tennessee	134	34	27	244	19	17	475	1,715	1,815	100	.....
Texas	213	57	40	360	20	21	711	1,448	1,604	156	.....
Utah	17	3	1	34	3		58	225	239	14	.....
Vermont	5		1	29	5	4	44	505	510	5	.....
Virginia	143	64	41	207	30	11	496	1,903	1,982	79	.....
Washington	49	14	11	50	4	4	132	296	331	35	.....
West Virginia	107	28	16	130	3	6	390	1,039	1,118	79	.....
Wisconsin	61	22	28	183	12	11	317	1,422	1,461	39	.....
Wyoming	15	11	3	22	4		55	93	97	4	.....
Total	3,414	1,260	912	7,265	513	477	13,841	47,863	50,017	2,155	1

TABLE D.—General statement of the business transacted in the division of Post-Office Supplies for the fiscal year ended June 30, 1884.

TOTAL AMOUNT OF SUPPLIES FURNISHED FOR THE YEAR 1883-'84.

Date.	Stamps.								
	No. 1.	No. 1.	No. 2.	Name.	Cancels.	Steel type.	Octagon.	Received.	New York style.
		Hours.							
First quarter.....	204	41	463	.....	3,000	2,710	24	32	19
Second quarter.....	202	34	864	64	3,000	7,815	76	.....	.....
Third quarter.....	481	169	228	118	.....	3,805	142	105	.....
Fourth quarter.....	1,143	127	4,216	128	2,500	3,365	690	221	61
Total.....	2,030	371	5,771	310	8,500	17,695	932	358	80

Date.	Twine.			Balances.					Wrapping pa- per.	
	Cotton.	Hemp.	Jute.	8-ounce.	4-pound.	62-pound.	240-pound.	600-pound.	20 by 25.	26 by 40.
	Pounds.	Pounds.	Pounds.						Reams.	Reams.
First quarter.....	18,790	33,269	140,716	904	69	7	3	3	5,166	112
Second quarter.....	11,295	44,731	155,836	792	71	5	5	2	3,477	117
Third quarter.....	14,905	48,241	182,044	1,280	81	6	11	3	2,523	120
Fourth quarter.....	81,306	32,057	88,121	1,122	69	8	2	4	3,050	104
Total.....	126,296	158,298	566,717	4,098	290	26	21	12	14,216	453

Statement of the different sums appropriated and expended for supplies on account of division of Post-Office Supplies, Post-Office Department, during the fiscal year ending June 30, 1884.

Fiscal year 1883-'84.	Appropriation.	Expenditure.	Balance.
Wrapping-paper	\$25,000	\$24,988 18	\$11 82
Cotton twine	63,000	62,998 41	1 59
Hemp twine.....			
Jute twine			
Letter-balances, &c	20,000	19,998 35	1 65
Marking-stamps, &c	20,000	10,670 32	9,329 68

E.—Statement showing the number of carriers in service June 30, 1884, the amount of mail postage on local matter, during the

Post-office.	Carriers in service June 30, 1884.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Akron, Ohio.....	6	680,257	231,472	54,565	36,564	2,842	667,334
Albany, N. Y.....	32	3,725,718	658,055	458,437	384,224	13,727	1,884,908
Allegheny, Pa.....	17	1,654,318	361,661	299,730	185,850	10,178	1,265,846
Allentown, Pa.....	6	428,930	126,436	38,388	11,214	2,118	311,151
Altoona, Pa.....	6	341,860	92,872	32,679	9,333	1,054	313,652
Atchison, Kans.....	6	455,510	132,018	35,222	25,808	2,656	280,527
Atlanta, Ga.....	15	2,792,213	681,550	281,359	335,063	22,444	2,024,758
Auburn, N. Y.....	8	893,141	223,522	116,147	44,616	3,770	628,530
Augusta, Ga.....	8	873,908	321,033	73,685	56,156	7,134	543,027
Augusta, Me.....	4	579,595	121,471	21,101	11,371	17,460	171,505
Austin, Tex.....	4	263,378	59,613	10,040	10,481	1,720	221,745
Baltimore, Md.....	113	9,021,393	2,278,808	2,015,510	1,941,863	67,666	5,244,303
Bangor, Me.....	5	397,226	86,038	35,750	23,115	2,980	260,429
Bay City, Mich.....	6	444,793	106,104	66,418	43,208	3,089	365,452
Binghamton, N. Y.....	7	622,971	175,233	74,466	37,253	2,761	431,394
Bloomington, Ill.....	7	714,083	203,352	56,115	66,659	6,955	664,862
Boston, Mass.....	258	20,350,959	5,606,811	10,378,317	5,193,811	106,914	13,481,662
Bridgeport, Conn.....	10	624,869	152,786	103,911	51,267	2,775	489,707
Brooklyn, N. Y.....	141	10,287,364	2,550,452	4,014,791	2,512,259	68,602	7,046,236
Buffalo, N. Y.....	43	7,326,859	1,247,840	1,424,974	1,128,030	57,872	5,020,547
Burlington, Iowa.....	7	1,252,087	209,428	157,077	134,736	8,755	957,630
Burlington, Vt.....	5	613,142	141,122	64,438	21,240	4,742	392,088
Camden, N. J.....	10	770,466	254,682	102,615	117,816	4,646	629,224
Canton, Ohio.....	5	525,130	171,648	43,369	20,488	3,183	474,492
Cedar Rapids, Iowa.....	4	248,211	68,849	24,609	12,092	1,116	270,104
Charleston, S. C.....	11	1,082,184	288,959	123,315	147,226	14,530	560,071
Chattanooga, Tenn.....	5	260,711	57,594	37,982	15,287	6,421	170,018
Chicago, Ill.....	277	44,446,292	9,541,918	10,108,859	7,152,810	352,799	14,865,011
Cincinnati, Ohio.....	108	10,682,790	2,124,360	2,496,600	1,927,700	69,962	5,335,230
Cleveland, Ohio.....	52	7,197,665	1,703,639	1,273,521	752,189	70,331	4,620,799
Columbus, Ohio.....	18	2,514,426	654,592	207,900	154,069	13,944	1,697,267
Concord, N. H.....	5	571,103	158,604	32,747	26,167	3,306	397,425
Council Bluffs, Iowa.....	5	377,727	107,094	26,515	8,716	5,618	260,462
Covington, Ky.....	6	478,301	130,981	30,304	30,374	3,070	368,322
Dallas, Tex.....	6	1,064,447	155,789	68,577	75,315	4,995	538,677
Davenport, Iowa.....	9	1,276,896	262,381	65,745	63,773	5,714	766,472
Dayton, Ohio.....	15	1,858,739	552,373	245,023	164,285	13,791	1,244,712
Denver, Colo.....	20	2,763,543	390,198	430,844	281,995	9,612	1,910,491
Des Moines, Iowa.....	12	1,685,390	520,697	178,413	133,866	14,011	1,074,547
Detroit, Mich.....	44	7,474,978	1,804,108	1,335,317	788,073	59,246	3,412,570
Dubuque, Iowa.....	7	724,945	221,211	69,336	62,985	7,489	624,454
Easton, Pa.....	7	748,626	189,252	63,786	40,926	2,928	480,848
East Saginaw, Mich.....	6	637,898	183,722	63,485	25,026	4,998	554,954
Elizabeth, N. J.....	7	815,205	210,920	133,496	80,396	2,437	821,995
Elmira, N. Y.....	8	1,364,098	372,494	117,086	68,073	8,838	654,269
Erie, Pa.....	10	1,915,300	261,012	198,881	180,872	2,239	1,282,277
Evansville, Ind.....	10	1,115,807	346,150	51,751	67,427	10,458	983,458
Fall River, Mass.....	9	751,810	98,294	61,506	56,148	1,726	610,681
Fort Wayne, Ind.....	9	838,956	232,310	92,804	61,613	7,863	625,468
Galesburgh, Ill.....	5	429,703	101,006	22,884	20,019	5,405	315,424
Galveston, Tex.....	9	1,249,663	190,562	65,395	40,675	12,823	556,484
Gloucester, Mass.....	4	269,872	42,437	15,645	11,302	650	154,650
Grand Rapids, Mich.....	14	2,299,544	576,095	428,832	236,197	16,345	1,793,168
Hannibal, Mo.....	5	360,459	102,522	38,752	20,847	3,065	364,755
Harrisburg, Pa.....	9	652,034	189,600	55,934	48,249	3,360	722,949
Hartford, Conn.....	19	1,019,013	217,748	236,403	141,053	3,839	904,839
Haverhill, Mass.....	6	649,897	180,893	43,375	30,595	1,630	617,067
Hoboken, N. J.....	6	497,636	120,683	35,614	58,863	3,814	219,451
Holyoke, Mass.....	6	362,260	77,590	60,125	12,222	1,549	328,848
Houston, Tex.....	7	795,770	186,213	94,351	51,436	6,385	563,324
Indianapolis, Ind.....	33	4,669,524	1,010,911	558,638	497,632	36,311	2,557,751
Jackson, Mich.....	6	777,262	224,004	55,075	39,908	3,009	724,484
Jacksonville, Fla.....	5	288,900	60,462	14,812	8,536	11,161	113,338
Jersey City, N. J.....	29	1,914,498	456,418	305,265	297,074	8,546	1,252,430
Kalamazoo, Mich.....	5	570,266	205,186	31,024	24,588	3,605	411,706
Kansas City, Mo.....	27	5,169,570	1,435,608	570,679	348,211	47,712	3,160,406
Keokuk, Iowa.....	6	689,491	189,308	77,416	47,157	5,406	358,457
Knoxville, Tenn.....	6	402,432	141,676	29,275	12,245	6,330	258,564
La Fayette, Ind.....	6	516,837	169,616	45,060	24,180	3,353	497,833
Lancaster, Pa.....	7	789,614	199,162	50,857	49,764	2,897	458,165

delivered and collected, the number of pieces handled, the cost of service, and the amount of fiscal year ending June 30, 1884.

Collected.			Pieces handled.		Cost of service (including incidental expenses).			Postage on local matter.	Established.
Letters.	Postal cards.	Newspapers, &c.	Aggregate.	Per carrier.	Aggregate.	Per piece (mills).	Per carrier.		
557,724	199,399	180,300	2,610,457	435,076	\$5,292 24	2.0	\$882 04	\$2,055 67	
2,338,912	675,314	290,215	10,429,510	325,922	29,565 35	2.8	923 91	14,866 95	
1,076 113	318,613	168,298	5,340,607	314,153	15,043 25	2.8	884 90	8,898 17	
326,279	150,659	56,942	1,452,117	242,019	4,798 00	3.3	799 67	1,198 93	
196,142	50,700	13,157	1,051,449	175,241	4,343 88	4.1	723 98	1,224 35	
327,383	106,290	58,140	1,423,554	237,259	4,994 26	3.5	832 38	961 98	
2,057,325	506,633	179,946	8,881,291	592,086	12,382 55	1.4	825 50	12,092 17	
628,553	175,957	83,883	2,798,119	349,765	6,816 30	2.4	852 04	2,952 85	
399,890	142,302	47,761	2,465,256	308,157	6,615 58	2.7	826 95	2,237 41	
427,897	104,228	33,857	1,488,485	372,121	3,433 67	2.3	858 42	1,122 77	
162,526	39,841	20,447	789,791	197,448	3,135 70	4.0	783 92	1,446 78	
16,786,169	4,925,242	1,102,635	43,383,589	383,926	105,671 46	2.4	935 15	79,187 96	
499,783	151,362	41,187	1,497,870	299,574	3,948 03	2.6	789 61	1,697 65	
227,713	66,257	34,898	1,357,932	226,322	4,575 95	3.4	762 66	2,873 02	
350,503	107,182	125,234	1,926,997	275,285	4,769 80	2.5	681 40	3,845 68	
422,187	219,290	277,675	2,631,178	375,883	5,062 23	1.1	723 18	2,294 27	
34,206,784	9,107,570	3,884,592	102,317,420	396,579	249,072 54	2.4	965 40	378,601 43	
416,519	117,615	44,263	2,003,712	200,371	8,127 39	4.0	812 74	4,607 84	
9,222,866	3,612,185	1,325,083	40,639,838	288,226	132,450 64	3.2	939 37	241,626 90	
5,188,092	1,941,032	585,348	23,920,594	556,293	39,956 23	1.7	929 21	49,500 30	
980,296	301,399	186,003	4,187,411	598,201	5,531 84	1.3	790 26	4,631 80	
457,845	114,501	123,042	1,932,160	386,432	4,260 50	2.2	852 10	2,066 28	
490,045	191,905	66,526	2,627,925	262,792	7,479 24	2.9	747 92	3,500 70	
465,800	144,523	272,473	2,121,106	424,221	4,252 00	2.0	850 40	1,574 88	
165,230	57,418	11,788	859,417	214,854	3,095 43	3.6	773 86	2,066 68	
955,113	369,766	107,201	3,648,365	331,669	9,226 83	2.5	838 80	5,228 42	
183,774	55,247	16,920	803,954	160,791	3,002 57	3.7	600 51	3,117 48	
46 702,034	18,715,635	10,676,447	162,561,805	586,866	251,044 30	1.5	906 29	403,139 50	Sept. 1, 1883
6,872,650	2,479,050	1,791,710	33,780,052	312,778	100,647 25	3.0	931 92	76,262 01	
5 154,132	1,736,525	656,647	23,165,448	445,489	45,899 79	2.0	882 40	63,009 09	
1,458,523	568,281	179,829	7,448,831	413,824	15,060 17	2.0	836 67	8,754 38	
370,966	138,919	75,714	1,774,951	350,990	4,266 73	2.4	853 35	1,452 00	
277,384	96,991	24,101	1,184,604	236,922	4,309 74	3.6	861 95	1,824 29	
400,449	112,573	89,431	1,643,805	273,968	4,677 17	2.8	779 53	1,118 80	
720,280	166,159	68,787	2,863,026	477,171	5,201 40	1.8	866 90	3,526 98	
546,538	197,256	54,683	3,239,458	359,939	7,666 65	2.3	851 85	2,133 74	
1,312,911	541,272	507,142	6,440,488	429,348	12,785 12	2.0	852 34	7,253 76	
1 844,416	319,619	238,787	8,189,505	409,475	15,007 24	1.8	750 36	16,387 35	
879,310	390,584	126,221	5,003,039	416,920	10,070 33	2.0	839 19	6,543 41	
3,448,121	1,022,693	324,600	19,669,706	447,039	39,427 83	2.0	893 81	35,278 37	
748,596	259,116	99,999	2,818,131	402,590	6,360 75	2.2	908 68	2,185 65	
506,201	174,496	35,124	2,242,187	320,312	6,200 29	2.8	885 61	1,863 91	
438,007	156,081	58,867	2,123,038	353,839	4,601 55	2.1	766 92	2,575 23	
567,749	188,636	144,096	2,964,930	423,561	6,113 55	2.0	873 36	3,586 54	
482,934	187,960	118,529	3,374,281	421,785	6,443 71	1.9	805 46	3,511 99	
805,623	225,670	83,509	4,955,383	495,538	8,167 93	1.6	816 79	7,530 91	
1,009,505	352,998	93,465	4,031,019	403,102	8,136 24	2.0	813 62	2,094 00	
337,252	82,259	48,577	2,048,353	227,594	7,669 96	3.7	852 22	3,377 18	
457,859	178,897	78,018	2,573,788	285,976	7,561 54	2.9	840 17	3,335 41	
283,954	138,422	32,323	1,349,140	269,828	3,485 03	2.6	697 01	1,128 67	
977,121	279,305	141,555	3,513,583	390,398	7,276 43	2.1	808 49	3,473 51	
128,853	37,992	86,542	687,943	171,986	2,983 46	4.3	745 86	1,158 79	
2,171,260	638,905	254,786	8,415,132	601,081	11,591 88	1.4	827 99	12,170 81	
248,830	77,637	52,558	1,269,425	253,885	3,554 17	2.8	710 83	2,007 62	
366,004	149,533	37,746	2,225,409	247,268	7,334 78	3.3	814 98	3,595 20	
624,892	183,081	65,279	3,396,147	178,744	14,492 04	4.2	762 74	13,328 32	
384,068	87,347	48,026	2,042,898	340,483	4,994 56	2.4	832 43	2,259 00	
221,738	112,022	13,898	1,283,719	213,953	4,878 75	3.8	813 12	1,360 60	
286,125	46,677	53,626	1,229,022	204,837	4,801 59	3.9	800 26	3,146 31	
555,066	165,889	45,719	2,464,153	352,022	6,266 97	2.5	895 28	2,687 54	
2,568,414	927,171	306,660	13,133,012	397,970	32,502 31	2.4	984 92	16,213 09	
425,140	156,616	60,983	2,466,481	411,080	5,311 94	2.1	885 32	1,716 88	
377,498	79,734	57,419	1,011,860	202,372	3,380 35	3.3	676 07	1,403 03	
1,379,008	466,374	245,933	6,325,546	218,122	27,401 64	4.3	944 88	9,895 42	
286,753	113,947	115,793	1,762,868	352,574	3,943 47	2.2	788 69	1,114 71	
2,400,735	934,782	650,698	14,728,401	545,496	22,257 29	1.5	824 34	17,127 37	
469,100	180,473	41,614	2,058,422	343,070	4,156 27	2.0	692 71	2,508 14	
400,865	105,684	24,118	1,381,189	230,198	4,135 40	3.0	689 23	1,234 26	
332,479	125,028	50,710	1,765,096	294,183	4,887 50	2.8	814 58	1,536 94	
235,541	84,845	57,627	1,928,472	275,496	5,977 40	3.1	853 91	1,895 86	

E.—Statement showing the number of carriers in service June 30, 1884, the amount

Post-offices.	Carriers in service June 30, 1884.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Lansing, Mich.....	4	306,284	91,815	18,216	10,655	1,215	236,789
Lawrence, Mass.....	9	941,698	129,601	111,462	115,954	1,725	884,924
Leadville, Colo.....	4	510,564	47,384	28,291	17,571	344	271,040
Leavenworth, Kans....	7	689,730	148,690	36,232	43,432	3,071	552,473
Lewiston, Me.....	5	301,106	80,859	10,414	15,922	1,777	240,012
Lexington, Ky.....	6	465,195	160,457	27,607	20,620	1,821	322,513
Lincoln, Nebr.....	6	469,205	104,373	46,528	30,344	2,526	234,294
Little Rock, Ark.....	6	675,733	173,964	106,527	103,363	5,844	346,414
Los Angeles, Cal.....	6	321,238	46,286	42,410	15,839	1,109	232,927
Louisville, Ky.....	43	5,991,628	1,424,834	755,261	942,371	66,067	3,069,939
Lowell, Mass.....	14	1,198,770	232,921	176,097	118,610	3,911	804,453
Lynchburgh, Va.....	6	709,575	197,496	35,992	16,838	4,422	200,196
Lynn, Mass.....	12	1,109,299	276,571	81,407	118,459	1,309	714,465
Macon, Ga.....	6	637,128	268,337	35,940	30,800	8,941	237,867
Madison, Wis.....	5	389,323	99,250	27,536	8,956	3,105	431,295
Manchester, N. H.....	9	787,318	177,877	47,093	60,674	3,293	696,680
Mansfield, Ohio.....	5	482,556	144,940	32,320	20,277	2,513	356,912
Memphis, Tenn.....	14	1,762,675	363,376	144,973	136,935	19,622	853,757
Meriden, Conn.....	4	265,858	47,720	51,070	27,440	1,168	211,010
Milwaukee, Wis.....	41	6,253,452	1,186,717	1,155,285	929,621	41,712	2,740,058
Minneapolis, Minn.....	28	2,638,794	463,866	464,534	285,829	13,674	1,992,733
Mobile, Ala.....	7	620,085	188,205	76,026	70,975	5,122	834,854
Montgomery, Ala.....	4	171,896	39,660	8,410	5,742	583	86,806
Nashville, Tenn.....	16	2,014,593	513,534	179,684	143,303	31,233	1,463,664
Newark, N. J.....	33	2,962,134	761,100	687,566	545,698	17,632	1,798,419
New Bedford, Mass....	9	993,099	189,395	113,305	61,085	3,699	767,798
New Haven, Conn.....	22	2,454,010	394,751	695,435	361,888	13,253	2,221,861
New Orleans, La.....	54	3,440,155	576,472	633,140	674,470	40,586	2,514,045
Newport, R. I.....	6	653,380	106,401	105,765	27,348	1,706	319,676
New York, N. Y.....	586	57,026,599	15,603,153	36,269,869	15,991,773	641,832	26,883,134
Norfolk, Va.....	8	978,530	268,002	82,265	83,932	4,405	478,747
Oakland, Cal.....	12	1,202,782	175,938	146,251	170,717	3,810	846,608
Omaha, Nebr.....	14	2,262,847	447,268	324,821	224,828	11,312	2,190,544
Oshkosh, Wis.....	6	343,945	83,273	30,065	20,686	1,855	344,227
Oswego, N. Y.....	6	615,732	139,410	42,960	23,631	2,549	435,634
Ottumwa, Iowa.....	4	387,274	108,266	28,721	8,592	3,441	219,941
Paterson, N. J.....	11	781,998	156,877	113,389	86,445	4,167	955,754
Pawtucket, R. I.....	6	308,416	68,447	42,017	20,858	762	460,051
Peoria, Ill.....	10	971,542	269,801	81,467	60,678	5,342	727,686
Petersburgh, Va.....	6	622,723	238,188	40,967	48,014	5,728	500,960
Philadelphia, Pa.....	397	31,245,866	9,390,591	22,589,371	10,162,554	189,059	14,220,434
Pittsburgh, Pa.....	46	5,457,017	1,371,112	1,970,308	900,419	27,614	3,037,055
Pittsfield, Mass.....	4	230,369	55,476	35,999	18,632	804	171,147
Portland, Me.....	11	957,027	242,347	122,965	113,341	6,153	1,098,476
Portland, Oreg.....	7	461,686	48,417	61,879	26,030	3,568	382,656
Pottsville, Pa.....	4	366,024	102,466	28,509	15,558	1,335	555,440
Poughkeepsie, N. Y....	7	671,662	120,035	70,900	47,152	2,797	567,921
Providence, R. I.....	36	2,123,936	536,712	654,548	324,385	9,339	1,717,811
Quincy, Ill.....	9	1,172,151	323,325	61,076	96,072	9,566	840,925
Racine, Wis.....	5	519,847	111,869	33,411	18,569	2,158	376,533
Reading, Pa.....	13	974,819	250,095	109,463	96,152	3,669	702,810
Richmond, Ind.....	7	627,676	203,460	51,187	27,233	3,232	493,191
Richmond, Va.....	20	1,862,028	513,614	201,427	188,746	20,974	948,724
Rochester, N. Y.....	31	4,785,216	823,938	493,667	512,995	15,893	2,980,841
Rockford, Ill.....	7	675,374	221,169	68,439	36,462	6,235	709,858
Sacramento, Cal.....	7	427,394	62,898	33,287	36,455	2,502	366,515
Saint Joseph, Mo.....	12	1,720,482	503,947	218,634	164,249	13,398	1,293,773
Saint Louis, Mo.....	146	17,226,276	3,905,646	3,637,529	2,639,867	183,473	7,828,059
Saint Paul, Minn.....	28	3,522,315	696,190	353,203	240,943	39,045	2,376,411
Salem, Mass.....	8	472,430	137,826	66,042	58,323	1,341	571,602
San Antonio, Tex.....	6	562,755	85,481	24,780	20,185	4,029	363,560
Sandusky, Ohio.....	5	298,800	96,597	22,439	15,902	934	357,495
San Francisco, Cal.....	80	6,799,011	889,622	3,165,601	1,958,275	72,941	4,555,597
Savannah, Ga.....	8	869,030	236,158	112,098	81,778	7,933	487,362
Scranton, Pa.....	11	377,905	73,104	77,054	16,013	2,045	355,999
South Bend, Ind.....	6	546,655	160,744	32,811	22,216	3,185	445,456
Springfield, Ill.....	9	973,070	277,232	66,871	48,188	5,417	805,424
Springfield, Mass.....	10	980,329	242,168	145,617	81,513	3,366	691,127
Springfield, Ohio.....	9	1,043,815	355,555	91,893	51,121	18,893	933,890
Syracuse, N. Y.....	20	3,319,245	835,097	542,994	348,670	13,355	1,590,377
Taunton, Mass.....	6	301,082	66,763	57,974	19,223	926	292,637

of mail delivered and collected, the number of pieces handled, &c.—Continued.

Collected.			Pieces handled.		Cost of service (including incidental expenses).			Postage on local matter.	Established.
Letters.	Postal cards.	Newspapers, &c.	Aggregate.	Per carrier.	Aggregate.	Per piece (mills).	Per carrier.		
200,944	83,247	42,536	991,701	247,925	\$3,221 46	3.2	\$805 36	\$1,725 19	Oct. 1, 1883
906,246	162,766	99,203	3,353,579	372,620	7,911 00	2.4	879 00	3,537 68	
129,349	24,243	17,568	1,046,374	261,593	3,613 75	3.4	903 44	941 36	
714,294	157,113	76,740	2,421,775	345,968	5,288 25	2.2	755 46	1,926 27	
204,082	63,255	28,190	945,617	189,123	3,907 95	4.1	781 59	779 03	
278,818	110,687	25,690	1,413,408	235,568	3,976 99	2.8	662 83	2,061 62	
273,207	89,102	27,765	1,277,344	212,891	4,825 35	3.8	804 22	1,932 20	
636,488	265,855	48,512	2,362,700	393,783	5,083 23	2.1	847 20	4,169 52	
299,880	55,125	25,928	1,040,742	173,457	3,113 50	3.0	518 92	2,029 66	
3,841,267	1,572,511	639,021	18,302,899	425,649	41,363 16	2.2	961 93	34,317 07	
757,825	224,238	78,240	3,595,065	256,790	12,082 94	3.4	863 06	6,961 81	
311,686	123,800	28,766	1,628,771	271,462	4,277 88	2.6	712 98	1,218 61	
711,974	237,070	59,163	3,304,717	275,393	10,383 46	3.1	865 29	3,974 08	
635,544	199,828	31,642	2,086,027	347,671	4,800 70	2.3	800 12	1,660 12	
265,419	82,741	38,605	1,346,230	269,246	3,514 66	2.6	702 93	1,015 18	
353,173	104,426	33,827	2,264,361	251,596	7,525 00	3.3	836 11	2,079 02	
312,490	119,689	112,459	1,584,156	316,831	3,658 49	2.3	733 70	1,214 42	
662,789	187,307	87,680	4,219,114	301,365	10,897 67	2.6	778 40	4,454 25	
67,762	23,652	6,814	702,494	175,623	3,292 35	4.7	823 08	3,741 58	
3,781,567	981,488	382,324	17,452,224	425,664	37,467 39	2.1	913 84	37,334 64	
1,835,140	466,009	193,827	8,354,406	298,371	21,700 81	2.6	775 03	18,970 99	July 1, 1883
507,171	166,595	228,973	2,698,006	385,429	5,722 13	2.1	817 45	2,662 79	
219,769	55,702	9,889	598,547	149,614	2,973 95	5.0	743 49	320 99	
1,207,243	380,865	241,836	6,175,955	385,997	13,647 94	2.2	853 00	6,901 00	
2,056,737	805,527	245,103	9,879,916	299,391	31,311 26	3.1	948 83	21,071 31	
630,636	149,221	35,921	2,944,159	327,129	7,939 23	2.7	882 14	3,274 61	
1,464,923	317,635	175,968	8,099,774	368,171	18,519 30	2.3	841 79	27,632 03	
3,992,557	1,252,758	1,148,542	14,272,725	264,310	51,636 63	3.6	956 23	23,332 42	
433,454	68,895	30,872	1,747,497	291,250	5,325 04	3.0	887 51	3,564 37	
90,661,089	27,563,252	15,588,212	295,228,913	503,804	543,748 14	1.8	927 90	1,623,406 81	
842,648	329,681	91,942	3,160,152	395,019	6,515 45	2.0	814 43	4,765 66	
719,402	164,784	124,358	3,554,650	296,221	10,027 79	2.8	835 65	4,873 96	
890,717	393,367	117,977	6,863,681	490,263	11,300 92	1.6	807 21	11,226 03	
151,684	36,296	56,154	1,068,185	178,031	4,832 89	4.5	805 48	1,268 14	
353,521	96,245	45,741	1,755,423	292,570	5,038 41	2.9	839 73	1,216 06	
191,837	81,139	14,825	1,044,036	261,009	2,770 37	2.7	692 59	934 48	
451,898	159,364	87,292	2,797,184	254,289	9,453 76	3.4	859 43	4,409 24	
195,242	55,658	23,313	1,174,764	195,794	4,801 61	4.1	800 27	4,392 11	
771,733	208,863	149,439	3,246,551	324,655	8,737 51	2.7	873 75	2,773 90	
381,849	246,227	50,286	2,134,942	355,824	5,110 95	2.4	851 82	1,448 77	July 1, 1883
47,540,212	16,375,590	10,361,485	162,075,162	408,249	385,402 83	2.3	970 79	673,518 47	
3,840,992	1,389,814	536,829	18,531,160	402,851	43,356 58	2.4	942 53	76,835 57	
129,722	39,377	11,943	693,468	173,367	2,655 25	3.8	663 81	1,833 96	
1,175,675	374,325	198,721	4,289,030	389,912	9,353 06	2.1	850 28	6,299 23	
824,451	114,452	85,318	2,008,457	286,922	6,389 18	3.1	912 74	4,309 21	
199,742	63,640	104,903	1,437,617	359,404	3,423 92	2.4	855 98	971 44	
678,627	161,043	117,490	2,437,627	346,516	5,752 20	2.3	821 74	2,680 06	
2,303,091	672,897	303,253	8,645,972	240,166	35,852 14	4.1	995 89	30,855 64	
472,882	207,821	31,888	3,215,706	357,301	7,349 17	2.3	816 57	2,411 87	
200,855	49,802	15,250	1,328,294	265,659	4,278 97	3.2	855 79	1,040 96	
559,423	246,123	75,968	3,018,522	232,194	10,744 38	3.5	826 49	3,881 27	
409,275	158,949	85,538	2,059,741	294,249	5,277 31	2.5	753 90	2,338 56	
1,303,381	492,131	125,377	5,656,402	282,820	16,020 68	2.8	801 03	6,574 75	
3,538,200	494,397	314,676	13,959,823	450,317	30,946 47	2.2	998 27	18,612 44	
1,154,865	413,363	1,079,085	4,364,850	623,550	5,335 26	1.2	762 18	2,625 35	
333,781	64,817	39,961	1,367,710	195,373	5,578 08	4.1	796 87	2,126 16	
1,115,059	385,385	163,655	5,578,582	464,882	9,936 31	1.8	828 03	6,875 59	
11,570,668	3,275,333	2,929,804	53,196,655	364,361	143,237 71	2.7	981 08	178,244 29	Nov. 1, 1883
2,281,996	852,249	366,618	10,728,970	383,177	21,498 38	2.0	767 80	15,556 06	
282,283	95,597	50,585	1,736,029	217,004	6,734 10	3.9	841 76	2,597 96	
413,460	82,491	36,225	1,592,966	265,494	5,114 42	3.2	852 40	2,157 66	
106,640	37,157	17,385	953,349	190,670	3,844 99	4.0	768 99	1,620 88	
10,870,037	2,047,513	1,631,434	31,990,031	399,875	67,462 87	2.1	843 29	93,723 24	
755,354	269,776	89,468	2,908,957	363,619	6,587 75	2.2	823 44	7,445 94	
361,255	73,627	34,072	1,371,074	124,643	5,338 98	3.9	485 34	5,793 44	
390,222	83,302	98,825	1,783,416	297,236	4,580 30	2.6	763 38	1,134 69	
687,021	234,162	300,452	3,397,837	377,537	7,153 15	2.1	794 79	2,009 37	
489,037	148,668	48,962	2,830,787	283,079	7,466 13	2.6	746 61	6,159 97	Nov. 1, 1883
593,093	180,466	329,465	3,598,191	399,799	7,775 00	2.1	863 89	3,393 46	
1,344,209	518,759	195,961	8,708,667	435,433	16,151 57	1.9	807 58	14,874 97	
201,817	5,648	24,916	1,019,986	169,998	5,029 75	4.9	838 29	3,085 81	

of mail delivered and collected, the number of pieces handled, &c.—Continued.

Collected.			Pieces handled.		Cost of service (including incidental expenses).			Postage on local matter.	Established.
Letters.	Postal cards.	Newspapers, &c.	Aggregate.	Per carrier.	Aggregate.	Per piece (mills).	Per carrier.		
694,071	295,716	155,659	3,448,822	383,202	\$6,884 31	2.0	\$764 92	\$3,011 97	.
1,866,585	840,466	321,126	8,328,797	416,440	17,011 11	2.0	850 55	7,485 03	
970,832	474,518	151,793	5,179,842	647,480	5,659 68	1.1	707 46	7,685 90	
570,402	118,014	55,100	2,295,806	229,581	8,457 40	3.7	845 74	5,008 94	
1,866,498	519,816	399,840	8,017,995	334,083	20,495 57	2.5	853 98	14,832 33	
1,266,149	387,762	144,769	4,898,730	376,841	10,780 11	2.2	829 24	5,830 07	
4,110,422	1,187,423	799,675	18,636,549	270,095	64,863 97	3.5	940 06	36,455 33	
366,135	91,745	232,906	1,835,194	305,866	4,136 40	2.2	689 40	1,431 56	
832,289	251,428	101,173	3,133,840	313,384	7,834 59	2.5	783 46	2,733 67	
315,732	77,177	22,718	1,364,527	194,932	5,600 00	4.1	800 00	3,802 64	
583,096	152,881	74,420	2,410,379	401,730	4,705 92	1.9	784 32	3,513 29	
587,590	209,361	36,746	3,259,145	271,595	9,974 37	3.0	831 20	5,996 34	
199,752	61,078	12,382	1,115,583	185,930	4,030 00	3.6	671 67	2,529 71	
638,805	230,701	67,244	3,939,663	262,644	13,147 38	3.3	876 49	8,988 00	
140,321	30,967	13,979	758,277	151,655	3,480 93	4.6	696 19	3,562 99	
163,299	54,018	34,962	963,804	192,761	3,725 27	3.8	745 05	1,231 52	
289,984	89,948	68,611	1,616,323	269,387	4,878 23	3.0	813 04	1,741 30	
323,203	124,781	59,522	1,603,615	320,723	3,819 96	2.4	763 99	1,331 14	
414,198,891	130,057,314	70,475,010	1,540,554,117	396,029	3,496,267 29	2.3	898 78	4,777,484 87	
					7,939 23				
					3,504,206 52				

REPORT
OF THE
SECOND ASSISTANT POSTMASTER-GENERAL
FOR
1884.

REPORT

OF THE

SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 15, 1884.

SIR: The cost of inland transportation on the 30th day of June, 1884,
• was:

For 11,729 star routes, aggregating 226,779 miles	\$5, 089, 941
For 117 steamboat routes, aggregating 15,591 miles.....	596, 573
For 1,573 railroad routes, aggregating 117,160 miles	15, 012, 603
	20, 699, 117

Comparison with the last annual statement shows, for the star service, an increase of 402 routes, a decrease of 86 miles, and an increase of \$350,463 in annual cost; for the steamboat service an increase of 2 routes, a decrease of 502 miles and of \$11,048 in annual cost; for the railroad service, an increase of 60 routes, of 6,952 miles, and of \$1,124,803 in annual cost. In this statement no allowance is made for fines and deductions; the amounts actually disbursed appear in the report of the Auditor. The number of contracts drawn in duplicate, during the year ended June 30, 1884, was 5,250.

At the close of the last fiscal year more star service was in operation than indicated by an average for the five years next preceding, and performed at a diminished cost. This will more fully appear by the table following:

	Average for 1879, 1880, 1881, 1882, and 1883.	For year end- ed June 30, 1884.	Increase.	Decrease.
	<i>Miles.</i>	<i>Miles.</i>	<i>Per cent.</i>	<i>Per cent.</i>
Transportation	75, 960, 055	81, 109, 052	6. 78	.....
Annual cost.....	\$6, 194, 802	\$5, 089, 941	.....	17. 84
	<i>Cents.</i>	<i>Cents.</i>		
Cost per mile.....	8. 18	6. 28	.....	23. 23

STAR SERVICE.

The report of my predecessor for the preceding fiscal year indicated that the reduction in the cost of the star service, from the rate of expenditure June 30, 1880—which reduction, amounting to \$2,582,021, was effected during his administration of this office—had ceased, and that in consequence of the continuous rapid development of the country

the expenditure for this service would be thenceforth gradually increased.

The rate of expenditure on account of the star service on June 30, 1883, was \$4,739,478. The rate on July 1, 1883, was \$4,992,170. The rate on June 30, 1884, was \$5,089,941, an increase over the preceding June of \$350,463, and over the following July of \$97,771. This increase was principally due to the 402 new routes scattered through the States and Territories, upon which contracts were awarded under advertisements, and was in part caused by an increase in the contract prices of old routes readvertised in the general advertisement of October 16, 1882, as well as to increases of trips and distance upon routes already in operation. Upon the basis of cost here given, and for the reason that I anticipate that the present contract prices for the service in the New England States, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, West Virginia, and the District of Columbia, will be increased under the competition invited by the advertisements of September 15, 1884, for the new term beginning July 1, 1885, an estimate of \$5,900,000 is submitted for the fiscal year ending June 30, 1886.

No allowances for increase of expedition have been made during the past year, and at my suggestion section 620 of the regulations of 1879 has been rescinded. That regulation had for its origin and continuation a method of adjusting compensation for expedition that has been demonstrated as both unsafe and unreasonable and one which I believe is wholly unwarranted by the statute.

It gives me pleasure to report that in practice the new form of sub-contract which was adopted October 1, 1883, simultaneously with regulations which prescribed certain restrictions upon subletting mail contracts, has fully secured the results expected and given to subcontractors the additional security sought, and has at the same time removed a class of vexatious disputes between contractors and subcontractors, hitherto brought to this office for adjudication, though they were not properly within its province to determine.

Early in the last session of Congress I submitted to your predecessor and to the Committee on the Post-Office and Post-Roads of the House of Representatives, a draft of a bill to regulate the letting of mail contracts, which, with the addition by the committee of one section (the fourth), was reported for enactment April 1, 1884, as a substitute for the bill H. R. 6407, as originally drawn. (See H. R. Report No. 1052, Forty-eighth Congress, first session.) The bill, however, remains upon the calendar for consideration.

The fourth section of that bill is as follows :

SECTION 4. That the first part of section two of an act to regulate the advertising of mail lettings, and for other purposes, approved May seventeenth, eighteen hundred and seventy-eight, be so amended as to read as follows: "Hereafter no subletting or transfer of any mail contracts shall be permitted unless the annual compensation under the contract for the service shall exceed seven hundred dollars, and in no case without the consent in writing of the Postmaster-General."

This section, its advocates have insisted, would prevent speculation in mail contracts because, it was argued, no person would bid for service on a large number of routes with the knowledge that he could not sublet them. It was in vain that this office directed attention to the fact that over 98 per centum of the routes are let at less than \$700, and that this section would not prevent certain contractors from hiring carriers, who after performance of service might have no means to secure their earnings by evidences of agreements that this Department could recognize, and that its enactment would place the majority of the sub-

contractors or carriers in exactly the position they occupied prior to the passage of the act of May 17, 1878 (20 Stats., p. 62), commonly called the "subcontract law," which grew out of a condition of affairs in no wise conducive to the protection generally of subcontractors, which condition this section seems admirably calculated to restore. It has not been explained, nor has it been perceived, why the endeavor to restrict subletting should begin at \$700, rather than \$100 or \$100,000. Should not the widest latitude be given or the reverse?

Since the adjournment of Congress I have taken up the bill with the desire to again submit it with the fourth section omitted, but with the addition of two sections (the second and fourth) touching temporary service and expedition, together with a slight alteration of sections 1 and 6 in relation to proposals for steamboat service, payment of subcontractors, and the repeal of sections of existing law. The bill, as amended, I beg leave to submit to you for transmission to Congress with a favorable recommendation. It is as follows:

PROPOSED BILL TO REGULATE THE LETTING OF MAIL CONTRACTS.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That every proposal for carrying the mail, made under a general or miscellaneous advertisement, shall be accompanied by the bond of the bidder, in a sum to be designated by the Postmaster-General in the advertisement of each route, and in a form to be prescribed by the Postmaster-General, with sureties approved by a postmaster at a post-office upon or contiguous to the route to which the proposal relates (except for steamboat service, and in such case the sureties may be approved by any postmaster of the first, second, or third class), to which bond a condition shall be annexed that if the said bidder shall, within such time after his bid is accepted as the Postmaster-General shall prescribe, enter into a contract with the United States of America, with good and sufficient sureties, to be approved by the Postmaster-General, to perform the service proposed in his said bid, and, further, that he shall perform the said service according to his contract, then the said obligation to be void, otherwise to be in full force and obligation in law; and in case of failure of any bidder to enter into such contract to perform the service, or, having executed a contract, in case of failure to perform the service according to his contract, he and his sureties shall be liable for the amount of said bond as liquidated damages, to be recovered in an action of debt on the said bond. No proposal shall be considered unless it shall be accompanied by such bond, and there shall have been affixed to said proposal the oath of the bidder, taken before an officer qualified to administer oaths, that he has the ability, pecuniarily, to fulfill his obligations, and that the bid is made in good faith, and with the intention to enter into contract and perform the service in case his bid is accepted: And if any bidder or surety shall knowingly and willfully swear falsely to any statement that the Postmaster-General may require under the provisions of this section, he shall be deemed guilty of perjury, and, on conviction thereof, be punished as is provided by law for commission of the crime of perjury.

SEC. 2. That in cases where advertisements for temporary service may become necessary, or in cases of informal advertisements under the provisions of the following section, the Postmaster-General may, in his discretion, require a bond, upon proposals invited thereunder, with sureties to be approved and oaths to be certified in such manner as he may deem proper; and any bidder or surety shall, in case of default or false oath, be subject to the penalty prescribed in the preceding section.

SEC. 3. That whenever, from any cause, no proposal is received for the performance of mail service on any route that has been advertised at any general or miscellaneous letting, or whenever the lowest proposal received is considered too high, the Postmaster-General may informally readvertise the service, for not less than ten days, at the terminal points upon the route, and at such other points as he may deem proper; and the contract made under such advertisement shall run, as nearly as possible, from the beginning to the end of the regular contract term; and during the time that may necessarily be lost by reason of a failure to receive a proposal or make an award, the Postmaster-General may employ temporary service upon the conditions imposed by law therefor.

SEC. 4. That whenever it shall become necessary to increase the speed upon which the mail is carried under contract on any post-route, the service shall be readvertised for the reduced running time required: *Provided*, That the contractor, with the consent of his sureties, shall have the option of continuing service upon the expedited

running time without additional compensation therefor. And in any case where the contractor, with the consent of his sureties, shall have signified his desire to continue the service upon the reduced running time, and an order shall have been made in pursuance thereof, he shall, if required by the Postmaster-General, perform the expedited service until the termination of his contract in like manner as if such expedited service had been originally advertised.

SEC. 5. That in awarding contracts for mail service the Postmaster-General shall not be bound to consider the proposal of any person who has imposed, or aided in the imposition, upon the United States of an insufficient bond upon any proposal or contract for carrying the mail, or who has made any false statement to any postmaster or other official in the postal service, to secure a certificate to the sufficiency of the sureties upon any such proposal or contract, or who has made or filed, or aided in the making or filing of, any false statement in relation to any post-road or mail service thereon, with the intent thereby to defraud or otherwise cause loss to the United States.

SEC. 6. That section one of the act entitled "An act making appropriations for the service of the Post-Office Department for the fiscal year ending June thirtieth, eighteen hundred and eighty-two, and for other purposes," approved March first, eighteen hundred and eighty-one, be, and it is hereby, amended by striking out in lines twenty-eight and twenty-nine, the words "and upon a bulletin-board in a public place in the Post-Office Department building at Washington, in the District of Columbia." That section one of the act entitled "An act making appropriations for the service of the Post-Office Department for the fiscal year ending June thirtieth, eighteen hundred and eighty-three, and for other purposes," approved May fourth, eighteen hundred and eighty-two, be, and it is hereby, amended by striking out in lines eighty-nine, ninety, and ninety-one, the words "and charged to the contractor, provided that such payment shall not in any case exceed the rate of pay per annum of the contractor," and insert in lieu thereof the following words: "Out of any moneys that may be due the contractor for carrying the mail on the same or any other route." And sections thirty-nine hundred and forty-six, and thirty-nine hundred and fifty-three of the Revised Statutes, and subsection two hundred and fifty-three of section twelve of the act entitled "An act making appropriations for the service of the Post-Office Department for the fiscal year ending June thirtieth, eighteen hundred and seventy-five, and for other purposes," approved June twenty-third, eighteen hundred and seventy-four, and subsection two hundred and forty-six of an act entitled "An act to amend subsections two hundred and forty-six and two hundred and fifty-one of section twelve of an act entitled 'An act making appropriations for the service of the Post-Office Department for the fiscal year ending June thirtieth, eighteen hundred and seventy-five, and for other purposes,' approved June twenty-third, eighteen hundred and seventy-four, and for other purposes, and section thirty-nine hundred and fifty-four of the Revised Statutes," approved August eleventh, eighteen hundred and seventy-six, and all acts and parts of acts inconsistent with the provisions of this act be, and the same are hereby, repealed.

In support of this measure, and as explanatory of the 1st and a part of the 6th section, I cannot do better than to quote from report No. 1052 already mentioned:

This bill has for its object, primarily, the exclusion from competition at mail lettings of "speculating bidders," and the award of contracts for carrying the mails to persons residing upon or contiguous to the various mail routes throughout the country. Its further object is to remove some statutory restrictions upon bidding which operate to the disadvantage of the Government as well as to the carriers of the mails.

The provisions of section 3945, Revised Statutes, as amended by the twelfth section of the act of June 23, 1874 (18 Stats., p. 235), require that every proposal for carrying the mail shall be accompanied by a bond, with sureties approved by a *postmaster*. Under this law bidders who obtain mail contracts for the purpose of subletting can obtain the certificate of one postmaster, in any part of the United States, to the sufficiency of the sureties upon any number of proposals, and can bid for every route advertised at the general and miscellaneous lettings. The first section of this bill corrects this evil by providing that the proposal of a bidder shall be accompanied by a bond, with sureties approved by a *postmaster at a post-office upon or contiguous to the route to which the proposal relates*, and under this provision the committee believe that it will be impossible for any speculating bidder, or combination of speculating bidders, to make legal proposals for routes in every State and Territory, as has heretofore been done. The committee believe that under the operation of this clause the effect will be to place the contracts for carrying the mails in the hands of persons living upon or near to the various routes, who will bid with full knowledge of the value of the service and the needs of the localities in which they live, and who will give their personal attention to the business.

The first section also provides that the bond accompanying each bid shall be in *a form to be prescribed by the Postmaster-General*, which the committee believe to be better than to prescribe the form by statute, as in section 3946 Revised Statutes. If the Postmaster-General has the discretion to fix the form of bond, he may demand more security than the law now affords, the same security, or less, as the case may require. At any rate your committee is informed that the Post-Office Department has found by experience that section 3946 Revised Statutes, as amended by the act of August 11, 1876 (19 Stats., p. 129), is a restriction upon bidders who reside upon the routes, causing the rejection of many proposals on account of technical defects in their execution. Moreover, that law was enacted to protect the Government from schemes that were originated and carried on by speculating bidders who are now to be debarred by the operation of the proposed law. Except the changes indicated, the first section re-enacts the principal part of section 3945 Revised Statutes, and the last paragraph of section 3946 Revised Statutes.

The committee believe that the effect of this bill will be to increase expenditure not more than 5 per cent. per annum on the star appropriation each year for the next four years, beginning July 1, 1884. This additional expenditure could not be better applied, as it will result in a great improvement in the mail service throughout the whole country. It is presumed that there are few members of the House of Representatives who have not complained of inefficient mail service on the small routes, the cause being that under present legislation, which permits speculation on a large scale in mail routes, the service is performed under subcontracts at rates too low to be remunerative to the subcontractors. Among the many objections to the professional contracting system the committee have thought it proper to point out a few, as follows:

1. The correction of irregularities is often delayed by reason of the remote residence of the contractor.

2. A failure of a contractor upon one of his routes may cause a failure on many others in which he is interested, a consequent interruption of the service, a reletting of the service to other speculators, and a repetition of the same difficulties.

3. Speculating contractors in many cases instigate petitions for changes of schedules and service, whereby the efficiency of the service may be impaired in order to secure the subletting of routes at the lowest possible rates.

4. They subdivide routes in such a manner as to cause the transfer of the mail at points where there are no post-offices, and disregarding the prescribed schedules in such a way as to frequently delay the mail. This subletting routes in sections has caused difficulty in the adjustment of fines and deductions for delinquencies.

5. The competition among speculating bidders is so great and the price at which routes are awarded under their proposals is so low that to secure a profit they are obliged to sublet to parties who provide an inferior equipment, and as a consequence failures and changes of contractors and subcontractors occur, resulting in a wretched service, delaying the settlement of accounts, and preventing reliable local bidders from securing the service at a fair price.

The sixth section of this bill repeals sections of law in conflict with it, and others not in conflict, but which are regarded as restrictive legislation upon bidding. For example, section 3953, Revised Statutes, and amendatory acts further described by their titles, require that certain proposals for mail service shall be accompanied by certified checks or drafts. As shown in two reports of the Second Assistant Postmaster-General, this section does not afford any additional security, and prevents local bidders from competing, because it is inconvenient or impossible for them to secure checks or drafts, or, if obtainable, they are unwilling to lose the interest for six months upon their money in the event that they are unsuccessful under the competition.

Section 1 of the act of June 30, 1882, should be amended as indicated in the sixth section of this bill. That section operates, as it now stands, solely for the benefit of speculating bidders in the city of Washington, D. C.

The committee, after patient investigation of the subject, recommend this bill, and they believe that in its operation it will be found complete and effective for the object sought to be accomplished.

Your committee therefore recommend the passage of the substitute submitted with this report.

The second section of the bill provides for bonds upon proposals for temporary service in such cases as the Postmaster-General may designate. In many instances the time in which temporary service is advertised and let is too short to obtain bonds, while in others there may be an opportunity. It is desirable that authority be given by statute to require bonds, as there are occasions when bidders under advertisements for temporary service fail to enter into contract in accordance

with their proposals, and the service is therefore reawarded to other parties at increased expense. Such failures are not so liable to occur where security is exacted for the faithful performance of service.

The third section permits a readvertisement, for not less than ten days, for service to run for the residue of the contract term only in cases where an advertisement has been issued and *no proposals have been received* in response to it, or where the lowest proposal received is considered too high. Under the present law in such cases an advertisement for temporary service for one year, followed by an advertisement at the general letting, is required to continue service during the full contract term.

The fourth section of the proposed bill is recommended as a substitute for section 3961, Revised Statutes, and the proviso of section 2 of the act of April 7, 1880, which relate to the allowance of extra compensation for expedition in carrying the mails. Section 3691 Revised Statutes is as follows:

No extra allowance shall be made for any increase of expedition in carrying the mail unless thereby the employment of additional stock and carriers is made necessary, and in such case the additional compensation shall bear no greater proportion to the additional stock and carriers necessarily employed than the compensation in the original contract bears to the stock and carriers necessarily employed in its execution.

This section is limited by the act of April 7, 1880, in the following terms:

Provided, That the Postmaster General shall not hereafter have the power to expedite the service under any contract either now existing or hereafter given to a rate of pay exceeding 50 per centum upon the contract as originally let.

The regulation adopted in 1879, heretofore referred to as having been rescinded, was intended to indicate a correct method of obtaining data for accurately determining allowances for expedition, but the practice in vogue under it permitted allowances largely in excess of the value of the service. The section is as follows:

SEC. 620. When it becomes necessary to increase the speed on any route, the contractor will be required to state, under oath, the number of horses and men required to perform the service according to contract schedule and the number required to perform it with the proposed increase of speed.

I shall apply the practice of this Department prior to April 7, 1880, under section 3961 Revised Statutes, and the regulation to a particular route.

Upon route No. 39104 from Santa Fé to Fort Stanton, New Mexico, distance 197 miles, contract term July 1, 1878, to June 30, 1882, the service was required to be performed three times each week upon a schedule of 69 hours at \$5,244 per annum. Application having been made for an expedition of the schedule to 48 hours, the contractor, as required by the regulation, submitted a statement under oath that the 69-hour schedule required, for three times a week service, the employment of six men and eight animals, and that to perform the same number of trips in 48 hours would require twenty-four men and forty-six animals. The method of calculation in vogue fixed the compensation as follows:

Three times a week, 48 hours, 24 men, 46 animals =	70
Three times a week, 69 hours, 6 men, 8 animals =	14
Increase	56

Or,

$$14 : \$5,244 :: 56 : \$20,976$$

pro rata for expedition, an increase of 400 per cent. for a reduction of 21 hours, or 30+ per cent. in the running time.

The contractor waived \$13,110, and accepted \$7,866 in lieu of \$20,976, or 150 per cent. increased compensation. Whether the amount paid to the contractor was extravagant or insufficient, need not here be the subject of discussion. My purpose in giving this illustration is to point out that an act of Congress that will permit an increase in the compensation by the method illustrated should be repealed. I do not believe that Congress intended, in using the words "stock" and "carriers" in the law, to mean "horses" (or animals) and "men," as used in the regulation. But if such was the intention, then the view, in my opinion, cannot be successfully maintained that, for the purpose of calculating allowances for expedition, "horses" and "men" are interchangeable terms in a problem of proportion as above illustrated. In some cases, under the term "men," oaths have been submitted and accepted, embracing, besides carriers or drivers, the superintendents, stock-tenders, and laborers upon the roads.

In my opinion the only proper method of fixing the value of an expedited schedule is to readvertise the service, and this is provided for in the fourth section of the proposed bill, which, it will be observed, gives a choice to the contractor of continuing the service on the reduced running time without additional compensation, or of again competing under a new advertisement. There will be few applications for expedition if the care now taken in the preparation of schedules prior to issuing advertisements is continued.

The fifth section is recommended as necessary in connection with sections 3949 and 3950 Revised Statutes in order to properly conduct the regular mail lettings.

In the sixth section of the bill, besides changes in existing law referred to in the report of the committee already quoted, an amendment is proposed to the act of May 4, 1882, which will in many instances secure the pay of subcontractors where their compensation is greater than that paid by the Government to the contractors. This security is not given by the present law.

I urge the enactment of this bill because I believe that it will exclude from competition at the general lettings all persons who now secure, solely for the purpose of subletting, over three-fourths of the routes annually advertised, and who, in their endeavor to acquire the largest possible margin of profit, sublet the service at rates too low to be remunerative to the subcontractors. A margin thus secured by a speculating bidder, under a proposal already too low to provide proper service, will force a subcontractor, in order to obtain anything more than the cost of carrying the mails, to provide an inferior equipment, and, as a consequence, detentions and failures continually occur. These irregularities entail incidental evils that prevent the timely settlement of accounts, the removal of which will also be highly beneficial to the postal service.

STEAMBOAT SERVICE.

The rate of expenditure June 30, 1884, for steamboat service was \$596,573. The appropriation for the current year is \$625,000, and this amount, it is believed, will not be expended. To provide for present contracts and for all new service that may become necessary during the fiscal year ending June 30, 1886, I recommend that the sum of \$615,000 be appropriated.

MAIL MESSENGERS.

On June 30, 1884, the mail-messenger service was carried on at the annual rate of \$863,313. This is an increase of \$59,975 compared with

the cost on June 30, 1883. The appropriation for the last year, including a deficiency of \$15,000 provided by the act of July 7, 1884, was \$875,000. The appropriation for the current year is \$975,000, and keeping in view the additional cost that will be incurred during the present year I estimate that no more than \$975,000 will be required for the fiscal year ending June 30, 1886. The estimate for the current year was submitted at \$975,000 in the belief that the new railroad service would approximate 10,000 miles, whereas the increase last year was but 6,952 miles. Anticipating that the increase in the railroad service for the year ending June 30, 1886, will not be more than 7,000 miles, I have not increased the estimate for mail-messenger service.

FINES AND DEDUCTIONS.

The amount of fines and deductions from the compensation of contractors and others during the year ended June 30, 1884, was \$214,742.77, and the remissions for the same period amounted to \$28,343.53, leaving the net amount of fines and deductions \$186,399.24. (See table marked F.)

MAIL EQUIPMENTS.

Accompanied herewith are tabular statement (N) of all contracts for mail equipments in operation on the 30th June, 1884; tabular statement (O) of the number, description, and prices of mail bags, mail catchers, &c., purchased, and of the expense incurred on account thereof during the year ended June 30, 1884; and tabular statement (P) of mail locks and keys purchased and repaired and the expense thereof during the same period.

The total amount expended during the year for mail bags and mail catchers, including their appurtenances and repairs, was \$217,258.06.

The tabular statement marked O exhibits the expenditure in detail. Reference to it will show that the number of mail bags of every description purchased was 133,800; of these 24,800 were locked bags, being those of higher price, used for letters and other mail matter of the first class, and 109,000 canvas sacks, used for printed and otherailable matter not of the first class; that 501,839 mail-bags of various kinds were repaired, at a cost of \$46,129.59, and that the cost of mail-catchers, including repairs, was \$8,487.22.

Although the amount appropriated was not entirely expended, the mail service was during the year frequently embarrassed in consequence of an inadequate supply of mail-bags and the insufficiency of the appropriation to provide the quantities required. The reason of this is that while the exact amount expended from day to day for supplies of new mail-bags is ascertainable at any time, the purchases being made directly by the Department under specific contracts, the total amount of expense incurred by necessity through postmasters in having old mail-bags repaired is not ascertainable until about three months after the end of the fiscal year, that is to say, until the accounts of all the postmasters in the United States shall have been examined and settled for that year by the Auditor of the Treasury for the Post-Office Department. The repairs of mail-bags being a necessary and contingent expense, too fluctuating and uncertain in amount to be exactly foreknown, an estimated sum amply sufficient to avoid all possible danger of exceeding the appropriation must be reserved in advance for that object out of the appropriation for "mail-bags and mail-catchers." The expense for repairs may sometimes prove to be very much less than the

sum anticipated and reserved for that purpose, and yet the unexpended balance left on that account would not when ascertained be available for the purchase of supplies, however much needed, or for any other purpose than to be covered into the Treasury. However inadequate the appropriation for needful supplies of mail-bags, it is assumable that all of it will not be expended, as it cannot be without extreme danger of exceeding the authority of law. Consequently, with respect to mail-bags, an unexpended balance of appropriation is not conclusive proof that the appropriation was sufficient.

As mentioned in the last annual report, it is deemed expedient to replenish the reserved stock of mail-bags which was formerly kept on hand as a wise provision for future emergencies, but which, in consequence of the immense growth of the mail service and the inadequacy of the appropriations, had been exhausted in supplying immediate wants. In case of fraud, attempted fraud, or serious default on the part of a contractor in furnishing such supplies, it would be the duty of the Postmaster-General to promptly annul the contract. In such case it should be in his power to discharge that duty without bringing serious embarrassments upon the mail service by reason of not having a reserved stock to fall back on during the unavoidably long interval until proper supplies could be procured under a new contract, made according to law, after due advertisement for competitive proposals. Such supplies are not in open market, ready made, and are not purchasable therein for immediate delivery.

If, having regard to the peculiar character of mail-bags, it is necessary to be always prepared with a supply in reserve for such an occasion as that which has been alluded to, it is also necessary to have the means, by larger appropriation, sufficient for that purpose.

The appropriation (\$250,000) for mail-bags and mail-catchers for the current year will probably be only sufficient to supply *immediate* wants of the service until the end of the fiscal year, and not enough to restore or materially contribute towards restoring the requisite reserved supply. It is therefore recommended that the appropriation for the next year be at least 10 per cent. more than the amount appropriated for the present fiscal year.

By reference to the tabular statement P it will be seen that the cost of mail locks and keys during the last year was \$18,346.

Although the continual extension of the through registered mail system is requiring increased quantities of peculiar high-priced mail-locks, the appropriation (\$25,000) will be sufficient for the present year, and a reduction of 20 per cent. on that amount of expense is anticipated for the next fiscal year.

It will be necessary to expend for mail equipments during the year ending June 30, 1886, as follows, viz: For mail-bags and mail-catchers, \$275,000; for mail locks and keys, \$20,000, being 10 per cent. more for mail-bags and mail-catchers and 20 per cent. less for mail locks and keys than the appropriation for the current year.

As authorized by the first section of the act of Congress approved March 3, 1883, making appropriations for the service of the Post-Office Department, 200 raw-hide packing-trunks, for the better protection in transit of certain registered mail matter, were purchased, at the price of \$45 each, amounting to \$9,000, the sum appropriated for that purpose.

RAILROAD RATES.

This question has been before the public from the beginning of the railroad service, and for much of the time the relation between the De-

partment and the companies has been marked by antagonisms detrimental to all interests involved. The early legislation on the subject shows an entire misconception of the principles governing and inseparable from transportation by railroad. For thirty years this great problem was passed over in a blind and groping way, and it was not until 1873 that a defined and intelligent basis was prescribed for gauging the compensation. Eleven years have elapsed since the adoption of that basis. In this period over 50,000 miles of road have been added to the system; the amount of mail matter carried has increased in a still greater ratio; and the care, efficiency, and accuracy with which the mails are handled and distributed have reached a degree of excellence approximating perfection. It is not astonishing, therefore, that the methods of compensation adopted when the great work of distribution in transit was in the experimental stage are not adapted to the present requirements of the public service.

I gave much attention to the work of the committee appointed to devise an improved plan for gauging the pay for carrying the mails on railroad routes and have carefully studied their recommendations, and I am fully satisfied that this plan so defines, connects, and blends all the elements of which the railway mail service is composed as to secure the facilities essential to its proper conduct.

The rates of compensation recommended by the committee, in my judgment, are fair and reasonable. It is true that a scale of prices applicable to all roads will not afford the same amount of compensation in each case. But under such general scale there is likely to be the least injustice.

While weight, space, speed, frequency, and facilities for distribution are all indispensable elements of the postal service under existing laws, but two of these are definitely prescribed, viz, weight and space. Weight is the principal factor. It is paid for at rates purely arbitrary, bearing no reasonable relation to the facilities required by the Department nor to other items of transportation composing the business of railroads. For instance, the act of 1873, which is the basis of present compensation, gives the following results:

Pay per mile per annum.	Weight per day.	Tons per mile per annum.	Cost per ton per mile.
	<i>Pounds.</i>		<i>Cents.</i>
\$75	500	78	96
100	1,000	156	64
125	1,500	234	53
150	2,000	313	47
175	3,500	547	31
200	5,000	782	25+

and \$25 for each addition of 2,000 pounds per day after the first 5,000 pounds, or 8 cents per ton per mile.

Practically these rates apply alike to the highest grade of service and to mails carried in bulk on slow schedules, without facilities for distribution in transit, and without regard to frequency beyond six round trips per week.

There is an evident difference in the character of the service on railroad routes, and there should be a proper discrimination prescribed by law in the compensation corresponding to the difference in service.

The rates prescribed by present laws for railway post-office cars show

still more forcibly the incongruities of the present system, the pay being as follows :

Length of car.	Pay per mile per annum.	Pay per linear foot per annum.
<i>Feet.</i>		
40.....	\$25	\$0 62½
45.....	30	66
50.....	40	80
55.....	50	90
60.....	50	83

These discriminations are attributable solely to the dimensions of cars, and on that basis they are entirely unreasonable.

I assume nothing in asserting that this brief analysis of present laws is conclusive as to their inadequacy. All who understand this subject readily concede that these conditions are wholly arbitrary, incomplete, and unsuited to the wants of the service. These facts being admitted, the question arises: Is it practicable to abandon this anomalous system for one more in harmony with the requirements of the situation? Again, it is admitted that the plan reported to your predecessor in December, 1883, does meet the wants of the service; that it defines and gives due weight to every element requisite to the usefulness and advancement of the postal service; it gauges the pay so that the incentive would always be to improvement in the transportation of mails.

The opposition to the plan is restricted entirely to the rates of pay proposed. One class of objectors claim that the rates are too low, while another occupy the reverse position and insist that the rates are too high. It is not surprising that this important proposition, concerning the expenditure of about \$15,000,000 per annum, a corrective measure, should meet with opposition.

A careful analysis of all objections that have come to my knowledge, however, have only served to confirm me in the opinion that the rates proposed by the committee are as fair and reasonable as can be suggested. And the more forcibly is this view of the subject impressed upon me by the significant fact that notwithstanding the rates proposed were before Congress from December, 1883, to July, 1884, no other rates were proposed to take the place of those suggested by the committee, and this it cannot be believed would have been the case if other rates could have been suggested and sustained.

The object sought is the improvement of the present concededly insufficient and imperfect laws. A much superior plan has been devised. The opposition to it so far has been only of an obstructive character, for nothing definite has been proposed in its place to supersede the present objectionable system. This, in effect, serves to perpetuate old errors, involving among other things the serious consequence for the current year of the expenditure of more than a half million dollars of public money unnecessarily. For these reasons I appeal to you to urge upon Congress the necessity which exists for the adoption of the following proposed bill, which embodies the recommendation of the committee, as well as amendments touching the transportation of the mails from railroad stations to post-offices, and compensation to railroads which have received grants of public lands, the latter amendment having been pro-

posed by the Post-Office committee of the House of Representatives at the last session:

PROPOSED BILL FOR THE READJUSTMENT OF COMPENSATION FOR THE TRANSPORTATION OF THE MAILS ON RAILROAD ROUTES.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Postmaster-General is authorized and directed to readjust the compensation to be paid for the transportation of the mails on railroad routes upon the conditions and at the rates hereinafter mentioned, and which shall take effect July first, eighteen hundred and eighty-five.

First. That the mails shall be carried upon any train at the request of the Postmaster-General; and railroad companies shall provide necessary depot rooms, with heat and light for the same; shall receive the mails from and deliver the mails to the Post-Office Department at depots; shall put the mails into and out of the cars; shall transfer the mails between trains at depots, and shall transport the superintendent and assistant superintendents of the Railway Mail Service and post-office inspectors upon the exhibition of their credentials, and railway postal clerks over the lines upon which they may be assigned to duty.

Second. That the compensation for carrying closed mails in baggage-cars and for railway post-office service, the minimum car width in every case being hereby fixed at eight feet and six inches, inside measurement, or its equivalent in floor space, shall not exceed the following rates, namely: For closed mails, five mills per linear foot of space (inside measurement) per mile run; and for two hundred pounds of mail or less the equivalent of six linear inches shall be required; for five hundred pounds one foot, and for each additional five hundred pounds one foot. For railway post-office service, at a rate of speed of twenty or less miles per hour from terminus to terminus, five mills per linear foot of space (inside measurement) per mile run; and for each additional two miles per hour to and including thirty miles per hour, one-tenth of a mill, and for each additional mile per hour, one-tenth of a mill. And the adjustment of space by linear feet for railway post-office service shall be as follows: For a daily average of from twenty-five to five hundred pounds of mail, not to exceed thirteen feet; from five hundred to one thousand pounds, not to exceed fifteen feet; from one thousand to two thousand pounds, not to exceed twenty-five feet; from two thousand to four thousand pounds, not to exceed forty feet; from four thousand to five thousand pounds, not to exceed forty-five feet; for six thousand pounds, fifty feet; eight thousand pounds, sixty feet; the weight to be ascertained by a weighing of not less than twenty-eight consecutive days; and in all railway post-offices the load shall not exceed double the greatest weight for the respective lengths as herein provided; and for any gross weight, if carried on two or more trains daily, the space may be subdivided upon the basis of amounts of space for lower weights as the nature of the service may require; and no additional space shall be required or paid for unless found to be necessary: *Provided*, That the pay for the transportation of mails upon any railroad route for six round trips per week shall not be less than thirty-five dollars per mile per annum; but the Postmaster-General may increase the compensation upon any railroad route not to exceed fifty per centum per annum for special mail trains performing service upon schedules fixed by him; and at any post-office contiguous to a railroad route, and where trains do not make regular stops, the Postmaster-General may require that the mails shall be exchanged directly with the railway post-office at the nearest available point upon the track; and the Postmaster-General may allow to postmasters at post-offices of the third and fourth classes, located not more than one-fourth of a mile from railroad stations, not to exceed twenty-four and twelve dollars per annum, respectively, in each case, for the exchange of mails as often as may be necessary between such post-offices and stations; and in any case where the allowance herein provided shall be insufficient to procure the proper exchange of mails, the Postmaster-General may invite proposals for mail-messenger service and make an award thereof under such regulations as he may prescribe: *Provided further*, That the Postmaster-General may employ mail-messenger service at separating post-offices. And no postmaster, assistant postmaster, or clerk employed in any post-office where the cost for the carriage of the mail is based upon an advertisement, or is adjusted by an allowance otherwise than as herein provided, shall have any interest in its transportation. And all acts and parts of acts inconsistent or in conflict with the provisions of this act are hereby repealed: *Provided further*, That nothing herein shall be construed to repeal or change existing law, in so far as it discriminates against land-grant or subsidy railroads, in fixing relative rates of compensation to such railroads for the transportation of the mails.

ESTIMATES AND APPROPRIATIONS FOR PREVIOUS YEARS.

Owing to the character of the system governing the compensation for carrying the mails on railroad routes, the provisions of section 3679,

Revised Statutes, requiring the Departments not to incur obligations in excess of appropriations, are practically inoperative as regards this item. The principle of restricting obligations so as not to exceed the sums provided by appropriation is, in my opinion, the correct one by which to regulate the expenditure of public money. The fact that the expenditure for railroad transportation cannot be kept within prescribed limits ought not to be regarded as a justification for an abandonment of the principle, which should be maintained by making the appropriation sufficient, approximately, to meet the unavoidable obligations for this item.

A review of the estimates of the amounts required, prepared by this office, and the appropriations made for the service, show a wide difference between the sums actually required for the service and the general appropriations made to meet such requirements, as will more clearly appear from the following tabulated statement:

Fiscal year ending June 30—	General appropriation.	Deficiency appropriation.	Aggregate appropriation.	Estimate of Second Assistant Postmaster-General.
1880.....	\$9,150,000	.....	\$9,150,000	*\$10,250,000
1881.....	9,665,000	.....	.....	10,000,000
1882.....	9,488,282	.....	.....	.....
22 Stats., p. 268 .....	.....	\$1,120,000	10,608,282	10,288,482
1883.....	11,155,000	.....	.....	.....
Act July 7, 1884.....	.....	648,992	11,803,992	11,155,000
1884.....	11,700,000	.....	.....	.....
Act July 7, 1884.....	.....	500,000	12,200,000	12,000,000
1885.....	12,750,000	.....	12,750,000	13,635,216

* Includes railway post-office cars.

In addition to the foregoing it may be added that it was shown on page 128, report for 1883, that about \$12,625,000 would be required for the year ending June 30, 1884. All of the \$12,200,000 appropriated has been expended, and a large number of accounts are unpaid, amounting on the 13th of September, 1884, to \$207,821; to which must be added the cost on 4,357 miles of new service, ordered prior to June 30, 1884, on which rates were not fixed September 13, 1884. And, in view of these ascertained facts, that the \$12,750,000 provided for the current year is entirely inadequate is beyond question. This practice of appropriating less than the needs of the service require is delusive in that the actual cost, or rate of cost, as represented by appropriations, does not appear at the proper time and place upon the records. Then, moreover, it is neither business-like nor right that payment for regular service should be delayed from nine to fifteen months, as is the case under existing circumstances.

STATEMENT.

<i>First.</i> Cost of transportation on all routes on which rates were fixed	
June 30, 1884, by Post-Office Department books	\$13,273,603
Cost, June 30, 1883.....	12,288,799
Increase for 1884 over 1883	984,804
Rate of increase, 8.01 per cent.	
New routes unadjusted June 30, 1884, 9,026 miles, estimated at \$60 per mile— $\frac{1}{2}$ year	270,780
Total.....	1,255,584

<i>Second.</i> Cost, June 30, 1884	\$13,273,603
Add for 9,026 miles, at \$60 per mile, from July 1, 1884.....	541,560
	13,815,163
Less amount earned by and withheld from Pacific roads in-	
debted to the United States	\$826,731
By assignment of Union Pacific	347,474
	1,174,205
Total	12,640,958
<i>Third.</i> Cost, June 30, 1884, Auditor's statement	\$12,200,000
Audited and unpaid September 13, 1884.....	207,821
	12,407,821
Total.....	12,407,821
Cost, June 30, 1883.....	11,579,172
	828,649
Increase for 1884 over 1883.....	828,649

To which must be added the cost of new service ordered prior to June 30, 1884, on which pay was not fixed September 13, 1884, 4,357 miles, and to this mileage is attributable the difference between the estimated and audited cost.

The increase in the length of routes for the year ending June 30, 1884, was 6,942 miles, showing as compared with last year a decrease of 2,322 miles. The indications are that the new service for 1886 will not exceed 7,000 miles, as the readjustment of values now in progress throughout the country is not favorable to railroad construction.

REQUIREMENTS FOR THE CURRENT YEAR.

The foregoing statements prove conclusively that the \$12,750,000 appropriated for this item for the current year must be supplemented by a deficiency appropriation sufficient to bring it approximately to the sum estimated to be necessary for this item by this office in the last annual report.

ESTIMATE FOR 1886.

The \$12,640,958, the cost for the year ending June 30, 1884, ascertained as above explained, will be used as the basis upon which to estimate. Anticipating about the same rate of construction for 1886 as for 1884, 7,000 miles, and that the readjustment of pay for the regular term, from July, 1885, will fall in the eastern section, embracing the great trunk lines, upon which a large increase in the weight of mails is certain, and for which a corresponding increase in compensation will be required, the rate of increase is placed at 7 per cent., as against 8 per cent. for last year. And believing that the practice of placing to the credit of companies indebted to the Government the amounts earned in carrying mails, without having such amounts appear as a charge against the appropriation for the transportation of the mails is erroneous and delusive, I include these items in the estimate of amount necessary for railroad transportation for the year ending June 30, 1886.

Amount required for service exclusive of Pacific roads.....	\$14,510,000
For Pacific roads	826,731
For Pacific roads under assignment of the Union Pacific.....	347,474
Total.....	15,684,205

RAILWAY POST-OFFICE CARS.

The appropriation for this item has also been involved in the Pacific Railroad account, but for reasons given with regard to railroad transportation, I treat the whole cost as an expenditure, and estimate accordingly.

The cost, by the Post-Office Department books, June 30, 1884, was	\$1,749,478
Cost June 30, 1883.....	1,599,001
Increase for 1884 over 1883, 9.4 + per cent.....	150,477

I estimate that there will be required for 1886—

Exclusive of Pacific roads.....	\$1,765,026
For Pacific roads.....	106,902
For Pacific roads as per assignment.....	3,072
Total.....	1,875,000

The rate of increase being a little under 8 per cent. (7.81½ per cent.).

SPECIAL FACILITIES.

The appropriation for special facilities is a necessity growing out of the laws fixing pay for carrying the mails. The interests of the people require that the service secured by this expenditure be continued, and I agree with the views set forth by the General Superintendent of Railway Mail Service in his report, in which he recommends that \$266,764.50 be appropriated for this service for the next fiscal year.

Very respectfully,

HENRY D. LYMAN,
Second Assistant Postmaster-General.

Hon. FRANK HATTON,
Postmaster-General.

ADDENDUM.

Table A exhibits cost, appropriation, and estimates.

Table B shows length of routes, annual transportation, and cost in the several classes of inland mail service.

Table C is a statement of the railway mail service.

Table D is a statement of the steamboat service.

Table E shows the increase and decrease in transportation and cost.

Table F is a statement of deductions, fines, and remissions.

Table G shows weight of mails, speed and accommodations for mails, and agents on railroad routes, with an index.

Table H shows the readjustment of pay on railroad routes, with an index.

Table I shows the rate of pay for railway post-office cars, with increase and decrease since last annual report.

Table K states expenditures for necessary and special facilities on trunk lines.

Table L is a statement of railroad service established since last annual report.

Table M shows the growth of railway mail service from 1836 to 1884.

Table N is a statement of all contracts for mail equipments and use of patents.

Table O is a statement of expenditures for certain mail equipments.

Table P is a statement of expenditures for mail locks and keys.

A.—Inland mail service, June 30, 1884.—Cost, appropriation, estimates, and rate of increase and decrease.

Items.	Cost for 1883.	Cost for 1884.	Percentage of increase or decrease in cost for 1884 as to cost for 1883.		Appropriation for 1885.	Percentage of increase or decrease in appropriation for 1885 as to cost for 1884.		Estimate for 1886.	Percentage of increase or decrease in estimate for 1886 as to appropriation for 1885.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Inland transportation, star routes	\$4,739,478	\$5,089,941	7.39	.....	\$5,600,000	10.02	.....	\$5,900,000 00	5.36	.....
Inland transportation, steamboat routes	607,621	596,573	.....	1.82	625,000	4.77	.....	615,000 00	.....	1.60
Inland transportation, railroad routes	12,288,799	13,273,606	8.01	.....	12,750,000	.....	3.94	15,684,205 00	23.01	.....
Railway post-office car service	1,599,001	1,738,997	8.76	.....	1,625,000	.....	6.56	1,875,000 00	15.38	.....
Necessary and special facilities on trunk lines	185,121	184,821	.....	.16	250,000	35.27	.....	266,764 50	6.70	.....
Railway postal clerks	3,832,429	3,979,362	3.83	.....	4,300,000	8.06	.....	4,682,300 00	8.89	.....
Mail messengers	803,338	863,313	7.47	.....	975,000	12.94	.....	975,000 00	.....	.....
Mail locks and keys	25,000	18,346	.....	26.62	25,000	36.27	.....	20,000 00	.....	20.00
Mail bags and mail-bag catchers	199,489	217,258	8.91	.....	250,000	15.07	.....	275,000 00	10.00	.....
Miscellaneous items in the office of the Second Assistant Postmaster-General	192	379	97.40	.....	1,000	163.85	.....	1,000 00	.....	.....
Total .....	.....	.....	.....	.....	26,401,000	.....	.....	30,294,269 50	14.74	.....

NOTE.—No allowance is made in this table for fines and deductions; the amounts actually disbursed appear in the report of the Auditor.

B.—Table of inland mail service in operation June 30, 1884.

[The entire service and pay on each route are set down to the State under which the route is numbered, though extending sometimes into other States, instead of being divided among the States in which the different portions lie.]

States and Territories.	Length of routes.	Length of routes and annual cost in each class of service.										Total annual transportation by railroad.	Total annual transportation by steamboat.	Total annual transportation (star service).	Total annual transportation by railroad.	Total annual transportation.	Total annual cost.
		Star.		Steamboat.		Railroad.											
		Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay for railroad service.							
Maine	5,592	3,732	91,019	737	4,177	1,123	125,306	19,650	144,956	1,948,875	1,511,862	3,570,509	240,152				
New Hampshire	2,042	1,235	34,220	77	2,450	730	67,937	5,161	73,098	697,909	1,190,827	1,913,072	109,768				
Vermont	2,377	1,525	42,069			852	96,522	10,393	106,915	900,094	1,064,108	1,964,202	148,984				
Massachusetts	3,230	1,103	81,373	101	11,775	2,026	334,436	50,806	385,242	1,011,081	59,852	6,188,728	478,390				
Rhode Island	450	191	10,599	80	11,496	179	22,306	3,105	25,411	143,766	50,709	426,473	47,506				
Connecticut	1,947	843	32,904			1,104	187,998	27,192	215,190	617,006		3,238,622	248,094				
New York	15,921	8,694	291,769	206	10,972	7,021	1,415,239	343,301	1,758,540	4,164,391	111,436	12,534,316	2,061,281				
New Jersey	2,537	862	28,986			1,675	228,383	38,055	266,438	525,590		3,556,813	295,424				
Pennsylvania	14,929	9,204	249,738			5,725	727,885	98,670	826,555	4,516,011		13,087,979	1,076,293				
Delaware	550	231	6,642			319	24,537		24,537	114,816		402,139	31,179				
Maryland	4,241	2,033	67,144	982	13,948	1,226	257,024	58,834	315,858	1,168,758	293,661	2,890,162	396,950				
Virginia	12,072	8,555	125,377	724	35,500	2,793	347,561	69,708	417,269	3,134,448	264,472	3,252,754	578,146				
West Virginia	6,175	5,504	64,413	180	15,800	491	53,130	8,360	61,490	1,591,425	112,008	2,463,325	141,703				
North Carolina	11,746	9,626	114,700	536	17,158	1,584	123,123	12,966	136,089	2,786,101	172,796	4,271,474	267,947				
South Carolina	5,243	3,810	52,311	51	1,762	1,382	112,369	21,375	133,744	991,512	19,894	2,597,237	187,817				
Georgia	9,742	6,421	88,844	8	475	3,313	291,513	53,882	345,395	1,772,762	4,992	5,076,191	434,714				
Florida	6,980	2,901	51,756	2,962	69,998	1,117	56,770		56,770	736,596	527,761	2,050,364	178,524				
Alabama	11,626	8,985	130,248	421	7,239	2,220	174,932	20,379	195,311	2,540,342	70,772	4,629,358	332,798				
Mississippi	8,049	5,775	88,137	499	5,676	1,775	153,872	13,762	167,634	1,560,810	64,636	3,288,380	261,447				
Tennessee	9,605	8,244	117,482	139	3,219	1,222	114,134	13,993	128,127	2,606,672	41,392	4,039,008	248,828				
Kentucky	10,996	7,780	115,285	765	38,215	2,451	266,087	25,772	291,859	2,574,189	333,424	5,891,265	445,359				
Ohio	15,251	6,177	142,867	248	17,958	8,826	1,179,640	230,875	1,410,515	2,730,742	171,756	16,227,815	1,571,340				
Indiana	9,009	4,424	84,114			4,585	471,215	91,434	562,649	1,621,480		7,266,631	646,763				
Illinois	12,144	4,386	128,687			7,758	957,059	130,574	1,087,633	1,784,081		11,660,010	1,216,320				
Michigan	9,525	4,393	109,123	155	9,351	4,977	451,253	22,977	474,230	1,626,095	64,272	8,725,583	592,704				
Wisconsin	9,101	5,122	100,195			3,979	404,323	43,704	448,027	1,629,584		6,334,144	548,222				
Minnesota	10,412	4,653	85,882			5,759	482,439	7,129	489,568	1,197,404		6,460,045	575,450				
Iowa	12,255	5,345	101,897			6,910	606,831	35,399	642,230	1,905,197		8,694,254	744,127				
Missouri	16,419	9,789	180,638	453	25,000	6,177	811,772	115,357	927,129	3,274,006	141,336	11,323,883	1,132,767				
Arkansas	10,089	7,790	126,653	1,476	75,444	823	51,189		51,189	2,310,003	287,534	3,163,266	253,286				
Louisiana	5,864	3,915	74,307	974	90,909	975	69,317		69,317	1,027,832	278,581	1,946,232	234,533				

Texas	19,234	12,663	269,585	492	3,000	6,079	470,591	.....	470,591	4,422,824	30,744	5,102,978	9,556,546	743,176
Indian Territory	2,522	2,450	49,464	.....	.....	72	344	.....	344	761,956	.....	44,672	806,628	49,808
Kansas	15,010	10,566	168,371	.....	.....	4,444	455,448	27,676	483,124	3,590,428	.....	4,919,265	8,509,693	651,495
Nebraska	8,974	5,927	106,193	.....	.....	3,047	552,526	75,564	628,090	1,946,051	.....	2,454,426	4,400,477	734,283
Dakota Territory	6,987	5,886	122,614	.....	.....	1,101	47,645	.....	47,645	1,719,277	.....	698,028	2,417,305	170,259
Montana Territory	3,079	3,008	91,732	.....	.....	71	4,087	.....	4,087	1,072,817	.....	44,210	1,117,027	95,819
Wyoming Territory	2,437	1,917	80,026	.....	.....	520	.....	.....	.....	737,820	.....	324,673	1,062,493	80,026
Colorado	6,418	3,593	153,430	.....	.....	2,825	256,357	4,934	261,291	1,207,398	.....	2,685,793	3,893,191	414,721
New Mexico Territory	2,983	1,933	69,910	.....	.....	1,050	38,479	.....	38,479	799,534	.....	711,226	1,510,760	108,389
Arizona Territory	3,038	2,483	106,527	.....	.....	555	68,449	.....	68,449	931,126	.....	396,105	1,327,231	174,976
Utah Territory	3,497	2,601	125,055	.....	.....	896	88,062	.....	88,062	1,161,902	.....	690,688	1,852,590	213,117
Idaho Territory	2,478	2,420	94,970	.....	.....	58	.....	.....	.....	1,097,528	.....	36,130	1,133,658	94,970
Washington Territory	4,741	2,228	73,815	1,727	68,107	786	27,015	.....	27,015	726,830	191,196	538,641	1,456,667	168,937
Oregon	5,398	4,407	126,626	291	13,087	700	71,322	.....	71,322	1,326,711	148,928	501,827	1,977,466	211,035
Nevada	2,961	2,421	103,507	.....	.....	540	24,530	.....	24,530	820,513	.....	378,828	1,199,341	128,037
California	13,309	8,683	327,137	1,307	43,857	3,319	502,649	58,010	560,659	3,540,879	306,028	2,962,997	6,809,904	931,653
Alaska	345	345	1,600	.....	.....	.....	.....	.....	.....	35,880	.....	.....	35,880	1,600
Total	359,530	226,779	5,089,941	15,591	596,573	117,160	13,273,606	1,738,997	15,012,603	81,109,052	3,882,288	142,541,392	227,532,732	20,699,117
Railway postal clerks .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,979,362
Mail messengers .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	863,313
Aggregate .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25,541,792

NOTE.—This table shows contract prices and annual salaries, irrespective of fines and deductions, hence the apparent discrepancy between this table and the Auditor's statement.

C.—Railway service as in operation on the 30th of June, 1884.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
1	MAINE.	New Brunswick Rwy.....	30.04	6	1,284 21	.....	1,284 21	42 75	.....	
2		Maine Central R. R.....	14.90	12	687 93	.....	687 93	46 17	.....	
3		do.....	67.89	14.55	4,991 95	.....	4,991 95	73 53	.....	
4		do.....	33.95	12	2,061 10	.....	2,061 10	60 71	.....	
5		do.....	102.56	8.22	7,629 43	1,601 98	9,231 41	74 39	15 62	
6		do.....	137.72	27	37,444 69	13,772 00	51,216 69	271 89	100 00	
7		Grand Trunk Rwy.....	165.55	10.88	16,419 24	.....	16,419 24	99 18	.....	
8		Portland and Rochester R. R.	55	9.65	6,583 50	.....	6,583 50	119 70	.....	
9		Bangor and Katahdin Iron Works Rwy.	18.94	9.73	809 68	.....	809 68	42 75	.....	
10		Portland and Ogdensburg R. R.	114.05	16.15	10,336 35	.....	10,336 35	90 63	.....	
11		Maine Central R. R.....	9.14	27	937 76	.....	937 76	102 60	.....	
12		do.....	114.02	12	19,107 47	4,275 75	23,383 22	167 58	37 50	
13		do.....	19.41	12	1,311 13	.....	1,311 13	67 55	.....	
14		Bangor and Piscataquis R. R.	64.03	6	5,310 64	.....	5,310 64	82 94	.....	
15		Knox and Lincoln R. R.....	48.86	12	4,386 65	.....	4,386 65	89 78	.....	
16		New Brunswick Rwy.....	3.93	6	194 88	.....	194 88	49 59	.....	
17		Saint Croix and Penobscot R. R.	21.27	6	909 29	.....	909 29	42 75	.....	
18		Somerset R. R.....	25.77	6	1,432 29	.....	1,432 29	55 58	.....	
19		Rumford Falls and Buckfield R. R.	27.84	6	1,450 26	.....	1,450 26	49 59	.....	
20		Sandy River R. R.....	18.25	12	780 18	.....	780 18	42 75	.....	
21		Grand Trunk Rwy.....	5.85	12	250 08	.....	250 08	42 75	.....	
22		Bridgton and Saco River R. R.	16.59	12	723 48	.....	723 48	43 61	.....	
23		Monson R. R.....	6.16	12	263 34	.....	263 34	42 75	.....	
			1,123.35		125,305 53	19,649 73	144,955 26			

NEW HAMPSHIRE.									
1001	Concord and Nashua.....	Concord R. R. Corporation	36.28	33	7,289 74	1,451 20	8,740 94	200 93	40 00
1002	Concord and Portsmouth	do	59.66	12	4,692 85	.....	4,892 85	78 66	.....
1003	Manchester and North Weare	do	19.95	12	852 86	.....	852 86	42 75	.....
1004	Hookset and Pittsfield	do	20.35	6	991 85	.....	991 85	48 74	.....
1005	Concord and Wells River	Boston, Concord and Montreal R. R.	94.01	27	12,619 90	880 87	13,500 77	134 24	9 37
1006	Groveton and Wells River	do	53.71	11.86	5,648 68	.....	5,648 68	105 17	.....
1007	Wing Road (n. o.) and Fabyan House	do	13.54	24	949 28	.....	949 28	70 11	.....
1008	Concord and White River Junction	Northern R. R.	69.64	17.15	11,789 35	2,828 77	14,618 12	169 29	40 62
1009	Concord and Claremont Junction (n. o.)	Concord and Claremont R. R.	56.80	15.70	2,962 68	.....	2,962 68	52 16	.....
1010	Contoocook and Peterborough	do	32.76	8.66	1,400 49	.....	1,400 49	42 75	.....
1011	Nashua and Greenfield	Boston and Lowell R. R. Corporation.	26.59	18	1,932 56	.....	1,932 56	72 68	.....
1012	Nashua and Rochester	Worcester and Nashua R. R.	48.83	12	5,135 45	.....	5,135 45	105 17	.....
1013	Dover and Alton Bay	Boston and Maine R. R.	28.42	13.05	1,555 14	.....	1,555 14	54 72	.....
1014	Conway Junction (n. o.) and North Conway.	Eastern R. R.	71.09	8.57	5,896 20	.....	5,896 20	82 94	.....
1015	Wolfborough Junction and Wolfborough.	do	12.11	12	517 70	.....	517 70	42 75	.....
1016	Portsmouth and Dover	do	11.32	19.06	483 93	.....	483 93	42 75	.....
1017	Greenfield and Keene	Manchester and Keene R. R., James A. Weston, George A. Ramsdell, and John Kimball, trustees.	29.84	12	1,275 66	.....	1,275 66	42 75	.....
1018	Whitefield Junction (n. o.) and Meadows.	Whitefield and Jefferson R. R.	8.52	7.74	364 23	.....	364 23	42 75	.....
1019	Vacant. ....	.....	.....	.....	.....	.....	.....	.....	.....
1020	Franklin and Bristol	Northern R. R.	13.11	6	560 45	.....	560 45	42 75	.....
1021	Rollingsford (n. o.) and Great Falls	Boston and Maine R. R.	2.50	24	117 57	.....	117 57	47 03	.....
1022	Plymouth and North Woodstock	Boston, Concord and Montreal R. R.	21.06	13.98	900 31	.....	900 31	42 75	.....
VERMONT.									
2001	Burlington and Rouse's Point	Central Vermont R. R.	730.09	.....	67,936 88	5,160 84	73,097 72	149 63	For 24.5 miles. For 32.5 miles. For 96 miles. For 14.13 miles. For 67.2 miles.
2002	Windsor and Essex Junction	do	57.10	20.32	8,543 87	1,570 15	10,114 02	149 63	{ 50 00 10 62
2003	Bellows Falls and Burlington	do	110.13	13.79	17,797 00	4,976 62	22,773 62	161 60	{ 50 00 12 50
2004	Bellows Falls and Windsor	Sullivan County R. R.	120.39	14.97	17,602 22	713 66	18,315 88	146 21	10 62
2005	Brattleborough and Bellows Falls	Vermont Valley R. R. Co. of 1871.	26.32	18	4,230 67	329 00	4,559 67	160 74	12 50
2006	Saint Albans and Canada Line (n. o.)	Central Vermont R. R.	24.02	18	3,902 04	300 25	4,202 29	162 45	12 50
2007	Saint Albans and Richford	Missisquoi R. R., W. C. Smith B. P. Cheney, and W. B. Stevens, trustees.	14.52	6	893 85	.....	893 85	61 56	.....
2008	Leicester Junction and Addison Junction.	Central Vermont R. R.	28.91	6	2,002 30	.....	2,002 30	69 26	.....
			15.62	6	667 75	.....	667 75	42 75	.....

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
VERMONT—Continued.										
2009	Richford and Newport	Southeastern Rwy.....	32	6	2,243 52	.....	2,243 52	70 11	.....	
2010	White River Junction and Derby } Line.	Connecticut and Passumpsic Rivers and Massawippi Val- ley R. R.	115.02	9.39	15,046 91	1,926 23	16,973 14	130 82	{ 12 50 9 37	For 105.3 miles. For 65.1 miles.
2011	South Lunenburg and Swanton ...	St. Johnsbury and Lake Cham- plain R. R.	118	7.01	8,272 98	.....	8,272 98	70 11	.....	
2012	Wells River and Montpelier.....	Montpelier and Wells River R. R.	38.80	12	2,521 22	.....	2,521 22	64 98	.....	
2013	White River Junction and Wood- stock.	Woodstock R. R.	14.44	12	617 31	.....	617 31	42 75	.....	
2014	Burlington and Cambridge Junc- tion (n. o.).	Burlington and La Moille R. R.	34.47	9	1,473 59	.....	1,473 59	42 75	.....	
2015	Rutland and Bennington	Bennington and Rutland R. R.	57.60	18.25	7,781 18	557 55	8,338 73	135 09	10 62	For 52.5 miles.
2016	Brattleborough and South London- derry.	Central Vermont R. R.	36.15	6	2,349 02	.....	2,349 02	64 98	.....	
2017	Montpelier and Barre	do	7	18	299 25	.....	299 25	42 75	.....	
2018	North Bennington and State Line (n. o.).	Bennington and Rutland R. R.	1.99	24	277 34	19 64	296 98	139 37	10 62	For 1.85 miles.
MASSACHUSETTS.										
			842.48		96,522 02	10,393 10	106,915 12			
3001	Boston and Portland.....	Eastern R. R.	109.08	31.54	41,502 75	10,908 00	52,410 75	380 48	100 00	
3002	Boston and East Saugus	do	10.77	12	460 41	.....	460 41	42 75	.....	
3003	Salem and Rockport	do	19.69	24.26	1,245 78	.....	1,245 78	63 27	.....	
3004	Salem and Marblehead	do	3.92	18	167 58	.....	167 58	42 75	.....	
3005	Salem and Lawrence	do	21.29	16.55	910 14	.....	910 14	42 75	.....	
3006	Franklin and Valley Falls	New York and New England R. R.	14.40	9.68	615 60	.....	615 60	42 75	.....	
3007	East Salisbury and Amesbury.....	Eastern R. R.	4.01	18	174 87	.....	174 87	43 61	.....	
3008	Wenham and Essex	do	5.41	12	231 27	.....	231 27	42 75	.....	
3009	Lynn and Marblehead	do	6.07	12.24	259 49	.....	259 49	42 75	.....	
3010	Wakefield and Peabody	do	8.02	6	342 85	.....	342 85	42 75	.....	
3011	Boston and Portland.....	Boston and Maine R. R.	116.33	23.65	18,897 80	3,730 31	22,628 11	162 45	{ 41 25 31 25	For 9.5 miles. For 106.83 miles.

[illegible]

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	MASSACHUSETTS—Continued.		Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
3055	Fitchburgh and Bellows Falls.....	Cheshire R. R.....	64.54	18	9,105 30	.....	9,105 30	141 08	.....	
3056	South Vernon Junction (n. o.) and Keene.	Connecticut River R. R.....	24.32	12	1,393 29	.....	1,393 29	57 29	.....	
3057	Worcester and Winchendon	Boston, Barre and Gardner R. R.	37.92	16.32	2,982 78	.....	2,982 78	78 66	.....	
3058	Winchendon and Peterborough.....	Cheshire R. R.....	16.62	9.79	767 34	.....	767 34	46 17	.....	
3059	Milford and Bellingham	Milford and Woonsocket R. R.	4.10	12	175 27	.....	175 27	42 75	.....	
3060	Milford and Ashland	Hopkinton R. R.....	11.93	12	510 00	.....	510 00	42 75	.....	
3061	Palmer and Miller's Falls.....	Central Vermont R. R	34.98	9.68	2,362 89	.....	2,362 89	67 55	.....	
3062	Miller's Falls and Brattleborough ..	do	21.39	23.65	2,944 54	128 50	3,073 04	137 66	12 50	For 10.28 miles.
3063	Lawrence and Manchester.....	Manchester and Lawrence R. R	27.06	18	3,678 80	.....	3,678 80	135 95	.....	
3064	Braintree Junction (n. o.) and Kingstons Station.	Old Colony R. R	32.20	18.39	1,789 67	.....	1,789 67	55 58	.....	
3065	Atlantic and West Quincy.....	do	3.66	12	156 46	.....	156 46	42 75	.....	
3066	Worcester and Nashua.....	Worcester and Nashua R. R ..	46.93	16.34	6,179 27	.....	6,179 27	131 67	.....	
3067	Springfield and South Vernon Junction (n. o.).	Connecticut River R. R.....	52.94	42.7	9,731 96	661 75	10,393 71	183 83	12 50	
3068	Springfield and Athol.....	Boston and Albany R. R	47.89	6	2,334 15	.....	2,334 15	48 74	.....	
3069	Holyoke and Westfield	New Haven and Northampton Company.	10.53	12	450 15	.....	450 15	42 75	.....	
3070	Ashburnham Depot and Ashburnham	Ashburnham R. R	2.89	24	123 54	.....	123 54	42 75	.....	
3071	Van Deusen and State Line	Housatonic R. R.....	11.02	11.46	687 86	.....	687 86	62 42	.....	
3072	Boston and Waltham	Fitchburg R. R.....	10.90	11.33	465 97	.....	465 97	42 75	.....	
3073	Lowell and Nashua	Boston and Lowell R. R. Corporation.	14.77	30	2,727 72	738 50	3,466 22	184 68	50.00	
3074	Vacant.									
3075	Bellingham and Franklin.....	Milford, Franklin and Providence R. R.	5.37	6	229 56	.....	229 56	42 75	.....	
			2,025.69		334,436 41	50,805 99	385,242 40			
	RHODE ISLAND.									
4001	Providence and Worcester	Providence and Worcester R. R.	43.92	27.3	4,318 65	.....	4,318 65	98 33	.....	
4002	Providence and Groton	New York, Providence and Boston R. R.	62.10	32.33	13,858 23	3,105 00	16,963 23	223 16	50 00	

	Vacant.	Providence and Bristöl	Providence, Warren and Bristol R. R.	14. 39	15. 41	935 06	.....	935 06	64 98	.....
4003	Providence and Bristöl									
4004	Warren and Fall River			9. 95	18	484 96	.....	484 96	48 74	.....
4005	Providence and Pascoag			23. 15	6	1, 603 36	.....	1, 603 36	69 26	.....
4006	Kingston Depot (n. o.) and Narragansett Pier.			9. 14	12. 9	390 73	.....	390 73	42 75	.....
4007	Auburn and Hope			10. 77	12	460 41	.....	460 41	42 75	.....
4008	Wood River Junction (n. o.) and Hope Valley.			5. 95	18	254 36	.....	254 36	42 75	.....
4009				179. 37		22, 305 76	3, 105 00	25, 410 76		
	CONNECTICUT.									
5001	Norwich and Worcester		New York and New England R. R.	60. 69	21	5, 344 96	.....	5, 344 96	88 07	.....
5002	Vacant.									
5003	Middletown and Berlin Depot (n. o.)		New York, New Haven and Hartford R. R.	11. 15	27	429 05	.....	429 05	38 48	.....
5004	New Haven and New London		do	51. 71	31	11, 760 40	.....	15, 638 65	227 43	75 00
5005	New York and Springfield		do	135. 59	61. 55	94, 352 40	23, 025 28	114, 377 68	673 74	{ 199 08 135 45
5006	Waterbury and Watertown		Naugatuck R. R.	6. 41	12	274 02	.....	274 02	42 75	.....
5007	Hopewell Junction and Providence.		New York and New England R. R.	{ 163. 08 24. 50	{ 17. 5	23, 435 55	.....	23, 435 55	132 53	.....
5008	Vernon Depot and Melrose		do	12. 95	15. 08	553. 61	.....	553 61	74 39	.....
5009	New London and Palmer		Central Vermont R. R.	65. 47	18. 23	4, 982 26	.....	4, 982 26	42 75	.....
5010	New Haven and Williamsburgh		New Haven and Northampton Company.	85. 17	15. 03	8, 666 04	.....	8, 666 04	76 10	.....
5011	Bridgeport and Winsted		Naugatuck R. R.	62. 03	16. 04	6, 152 13	.....	6, 152 13	101 75	.....
5012	Bridgeport and Pittsfield		Housatonic R. R.	110. 55	18	11, 153 38	.....	11, 153 38	99 18	.....
5013	South Norwalk and Danbury		Danbury and Norwalk R. R.	23. 61	24	2, 281 19	.....	2, 281 19	100 89	.....
5014	New Haven and Williamantic		Boston and New York Air-Line R. R.	54. 62	10. 41	7, 518 98	.....	7, 518 98	96 62	.....
5015	Hartford and Saybrook Point		Hartford and Connecticut Valley R. R.	46. 08	9. 7	3, 073 07	288 00	3, 361 07	137 66	6 25
5016	Hartford and Springfield		New York and New England R. R.	33. 01	6	1, 411 17	.....	1, 411 17	42 75	.....
5017	New Haven and Ansonia		New Haven and Derby R. R.	13. 29	24	806 83	.....	806 83	60 71	.....
5018	Hartford and Millerton		Connecticut Western R. R.	69. 93	25. 5	5, 441 25	.....	5, 441 25	77 81	.....
5019	Litchfield and Hawleyville		Shepaug R. R.	32. 75	6	1, 456 06	.....	1, 456 06	44 46	.....
5020	Turnerville and Colcheter		Boston and New York Air-Line R. R.	4. 60	15	196 65	.....	196 65	42 75	.....
5021	Farmington and New Hartford		New Haven and Northampton Company.	14. 30	16. 7	733 59	.....	733 59	51 30	.....
5022	Danbury and Brookfield Junction (n. o.)		Housatonic R. R.	6. 25	18	267 18	.....	267 18	42 75	.....
5023	Branchville and Ridgefield		Danbury and Norwalk R. R.	4. 59	6	196 22	.....	196 22	42 75	.....

For 73.23 miles.
For 62.36 miles.

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
5024	Bethel and Hawleyville	Danbury and Norwalk R. R. ..	6.54	6	307 57	.....	307 57	47 03	.....	
5025	Windsor Locks and Suffield	New York, New Haven and Hartford R. R.	4.79	21	204 77	.....	204 77	42 75	.....	
			1, 103.66		187, 998 33	27, 191 53	215, 189 86			
	CONNECTICUT—Continued.									
	NEW YORK.									
6001	New York and Dunkirk	{ New York, Lake Erie and } Western R. R.	459.55	25.98	103, 339 00	31, 662 00	135, 001 00	224 87	{ 80 00 40 00	For 332 miles. For 127.55 miles.
6002	Tallman and Piermont	do	14.15	7.24	604.91	.....	604 91	42 75	.....	
6003	Buffalo and Suspension Bridge	do	26.10	28.24	1, 963 76	.....	1, 963 76	75 24	.....	
6004	Newburgh and Greycourt (n. o.)	do	19.06	20.95	1, 271 11	.....	1, 271 11	66 69	.....	
6005	Rochester and Avon	do	19.09	22	1, 648 67	.....	1, 648 67	86 36	.....	
6006	Avon and Dansville	do	30.19	15.03	2, 168 24	.....	2, 168 24	71 82	.....	
6007	Attica and Corning	do	110.97	16.55	10, 057 21	.....	10, 057 21	90 63	.....	
6008	Buffalo and Hornellsville	do	92.72	25.08	14, 666 44	.....	14, 666 44	158 18	.....	
6009	Goshen and Montgomery	do	10.65	12	682 98	.....	682 98	64 13	.....	
6010	Goshen and Pine Island	do	12.09	12	516 84	.....	516 84	42 75	.....	
6011	New York and Buffalo	{ New York Central and Hud- } son River R. R.	442.00	46.52	450, 848 84	157, 440 00	608, 288 84	1, 020 02	{ 370 00 330 00	For 289.5 miles. For 152.5 miles.
6012	Troy and Schenectady	do	22.00	24.5	4, 081 88	.....	4, 081 88	185 54	.....	
6013	Syracuse and Rochester	do	104.00	26.48	16, 361 28	4, 160 00	20, 521 28	157 32	40 00	
6014	Canandaigua and Tonawanda	do	86.00	6	3, 676 50	.....	3, 676 50	42 75	.....	
6015	Buffalo and Lockport	do	22.00	18	1, 072 28	.....	1, 072 28	48 74	.....	
6016	Buffalo and Lewiston	do	29.00	33.51	2, 653 21	.....	2, 653 21	91 49	.....	
6017	New York (155th street) and Brewster's Station	New York City and Northern R. R.	54.70	6	2, 759 61	.....	2, 759 61	50 45	.....	
6018	Rochester and Niagara Falls	New York Central and Hudson River R. R.	76.00	25	11, 306 52	.....	11, 306 52	148 77	.....	
6019	Dunkirk and Titusville	Dunkirk, Allegheny Valley and Pittsburgh R. R.	91.16	9.62	5, 378 44	.....	5, 378 44	59 00	.....	
6020	Albany Junction (n. o.) and Troy	Delaware and Hudson Canal Company.	6.20	24	726 26	.....	726 26	117 14	.....	
6021	Rochester and Charlotte	New York Central and Hudson River R. R.	9.00	17.5	384 75	.....	384 75	42 75	.....	
6022	New York and Chatham	do	130.50	12.08	12, 719 83	.....	12, 719 83	97 47	.....	
6023	Golden's Bridge and Mahopac	do	7.50	12	320 62	.....	320 62	42 75	.....	

	Eagle Bridge and Rutland	Delaware and Hudson Canal Company.	62.87	8.97	4,300 30		4,300 30	68 40	
6024	Schenectady and Ballston	do	15.20	12	649 89		649 80	42 75	
6025	Albany and Mooers	do	188.79	20.37	28,731 95		28,731 95	152 19	
6026	Cobleskill and Cherry Valley	do	22.86	12	977 26		977 26	42 75	
6027	Albany and Binghamton	do	143.23	19.87	14,695 39		14,695 39	102 60	
6028	Plattsburgh and Au Sable Forks	do	23.52	6	1,005 48		1,005 48	42 75	
6029	Quaker Street and Schenectady	do	15.47	12	661 34		661 34	42 75	
6030	Ninevah Junction (n. o.) and Jefferson Junction (n. o.)	do	21.70	6	964 78		964 78	44 46	
6031	Fort Edward and Lake George	do	15.95	22	1,022 87		1,022 87	64 13	
6032	West Chazy and Rouse's Point	do	14.78	12.5	2,047 17		2,047 17	138 51	
6033	Oswego and Richland	Rome, Watertown and Ogdensburg R. R.	29.03	12	2,333 14		2,333 14	80 37	
6034	Watertown and Cape Vincent	do	25.82	12	1,214 31		1,214 31	47 03	
6035	Rome and Ogdensburg	do	141.99	17.07	17,361 11		17,361 11	122 27	
6036	Syracuse and Pulaski	do	38.48	18	2,697 83		2,697 83	70 11	
6037	Oswego and Lewiston	do	146.64	6	11,534 70		11,534 70	78 66	
6038	Watertown and Sackett's Harbor	Utica and Black River R. R.	12.51	12	534 80		534 80	42 75	
6039	Chenango Forks and Norwich	Delaware, Lackawanna and Western R. R.	30.32	12	2,281 27		2,281 27	75 24	
6040	Utica and Norwich	do	54.28	12.74	4,455 30		4,455 30	82 08	
6041	Owego and Ithaca	do	34.13	12	2,217 76		2,217 76	64 98	
6042	Cassville Junction (n. o.) and Richfield Springs	do	22.04	12	1,111 91		1,111 91	50 45	
6043	Mineola and Locust Valley	Long Island R. R.	10.53	12	450 16		450 16	42 75	
6044	Long Island City and Greenport	do	97.17	12	9,388 56		9,388 56	96 62	
6045	Hicksville and Port Jefferson	do	33.50	12	2,176 83		2,176 83	64 98	
6046	Vacant.								
6047	Oswego and Cornwall Station (n. o.)	New York, Ontario and Western Rwy.	274.22	7.76	15,354 91		15,354 91	61 56	Pay not fixed on 24.79 miles.
6048	Wellsville and Eldred	Bradford, Eldred and Cuba R. R.	33.14	6	1,416 73		1,416 73	42 75	
6049	Walton and Delhi	New York, Ontario and Western Rwy.	17.82	6	777 13		777 13	43 61	
6050	Clinton and Rome	Delaware and Hudson Canal Company.	13.19	12	563 87		563 87	42 75	
6051	Buffalo and Cleveland	Lake Shore and Michigan Southern Rwy.	183.20	33.56	442,424 73		591,496 58	1,068 75	330 00
6052	Cleveland and Elyria		25.50					1,068 75	365 62
6053	Elyria and Millbury		79.30					656 64	220 31
6054	Millbury and Toledo		8					1,021 73	365 62
6055	Toledo and Elkhart	Ogdensburg and Lake Champlain R. R.	142.70	9	10,810 34		10,810 34	521 55	162 50
6056	Elkhart and Chicago	Lebanon Springs R. R.	101.30					836 19	352 50
6057	Rouse's Point and Ogdensburg	Middleburgh and Schoharie R. R.	119.28					90 63	
6058	Chatham and Bennington	Schoharie Valley R. R.	57.80	9	3,212 52		3,212 52	55 58	
6059	Schoharie and Middleburgh	Delaware and Hudson Canal Company.	5.50	12	235 12		235 12	42 75	
6060	Schoharie Junc. (n. o.) and Schoharie		4.38	12	213 48		213 48	48 74	
6061	Utica and Randallville		31.59	12	1,836 64		1,836 64	58 14	

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			<i>Miles</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
	NEW YORK—Continued.									
6058	Buffalo and Emporium.....	Buffalo, New York and Philadelphia R. R.	123	10.88	9,464 85	.....	9,464 85	76 95	.....	
6059	Olean and Nunda Junction (n. o.)....	Lackawanna and Pittsburgh R. R.	70.14	12	1,731 80	.....	1,731 80	42 75	.....	Pay not fixed on 29.63 miles.
6060	Skaneateles Junction (n. o.) and Skaneateles.	Skaneateles R. R.	5.16	21	220 59	.....	220 59	42 75	.....	
6061	Buffalo and Corry.....	Buffalo, New York and Philadelphia R. R.	93.91	20	7,386 96	.....	7,386 96	78 66	.....	
6062	Greycourt (n. o.) and McAfee Valley	Warwick Valley R. R.	21.72	12	928 53	.....	928 53	42 75	.....	
6063	Canandaigua and Elmira.....	Northern Central Rwy.....	69.79	18	7,757 15	.....	7,757 15	111 15	.....	
6064	Syracuse and Oswego	Delaware, Lackawanna and Western R. R.	35.60	18.5	3,378 79	.....	3,378 79	94 91	.....	
6065	Syracuse and Binghamton	Syracuse, Binghamton and New York R. R.	80.31	18	6,660 91	.....	6,660 91	82 94	.....	
6066	Rouse's Point and Canada Line (n. o.)	Champlain and St. Lawrence R. R.	1.20	6	112 86	.....	112 86	94 05	.....	
6067	Troy and North Adams.....	Troy and Boston R. R.	48.46	30.18	9,873 72	.....	10,782 34	203 75	18 75	\$48 per annum additional for service between New York and Stapleton.
6068	Stapleton and Tottenville	Staten Island R. R.	13	12	555 75	.....	555 75	42 75	.....	
6069	Hudson and Chatham.....	Boston and Albany R. R.	17.94	18	766 93	.....	766 93	42 75	.....	
6070	East Gainesville and Perry.....	Silver Lake Rwy	6.83	12	291 98	.....	291 98	42 75	.....	
6071	Syracuse and Earlville.....	Syracuse, Chenango and New York R. R.	44.11	11.49	2,187 41	.....	2,187 41	49 59	.....	
6072	Lyons and Sayre.....	Geneva, Ithaca and Sayre R. R.	92.62	6	6,968 72	.....	6,968 72	75 24	.....	
6073	Rondout and Stamford.....	Ulster and Delaware R. R.	73.64	12	5,288 82	.....	5,288 82	71 82	.....	
6074	Vail's Gate Junction (n. o.) and Newburgh Junction (n. o.).	New York, Lake Erie and Western R. R.	12.60	22.1	646 38	.....	646 38	51 30	.....	
6075	Elmira and Cortland.....	Utica, Ithaca and Elmira R. R.	70.96	15	5,400 05	.....	5,400 05	76 10	.....	
6076	Freeville and Auburn	Southern Central R. R.	39.70	6	1,697 17	.....	1,697 17	42 75	.....	
6077	Saratoga Springs and Schuylersville.	Boston, Hoosac Tunnel and Western Rwy.	13.55	6	579 26	.....	579 26	42 75	.....	
6078	Port Jervis and Monticello.....	Port Jervis and Monticello R. R.	24.70	6	1,077 16	.....	1,077 16	43 16	.....	

	Poughkeepsie and State Line (n. o.).	Poughkeepsie, Hartford and Boston R. R.	44.93	6	* 1,920 75	.....	1,920 75	42 75	.....
6079	Canastota and Cortland.....	Cazenovia, Canastota and De Ruyter R. R.	49.08	7.62	3,231 42	.....	3,231 42	65 84	.....
6080	Fonda and Northville.....	Fonda, Johnston and Gloversville R. R.	26.92	14.23	1,933 39	.....	1,933 39	71 82	.....
6081	Johnsonville and Greenwich.....	Greenwich and Johnsonville R. R.	14.99	15.37	640 82	.....	640 82	42 75	.....
6082	Montgomery and Rondout.....	Walkill Valley R. R.	35.71	6.33	1,892 98	.....	1,892 98	53 01	.....
6083	Sayre and North Fair Haven	Southern Central R. R.	118.92	12.82	6,113 15	.....	6,113 15	52 16	.....
6084	Dutchess Junction and Millerton...	Newburgh, Dutchess & Connecticut R. R.	57.97	6	3,221 97	.....	3,221 97	55 58	.....
6085	Cooperstown and Cooperstown Junction (n. o.).	Cooperstown and Susquehanna Valley R. R.	16.25	12	847 60	.....	847 60	52 16	.....
6086	Utica and Watertown	Utica and Black River R. R.	91.97	16.86	11,952 42	.....	11,952 42	129 96	.....
6087	Carthage and Ogdensburg.....	do	60.77	12	5,663 76	.....	5,663 76	93 20	.....
6088	Cayuga and Ithaca.....	Geneva, Ithaca and Sayre R. R.	39.15	6	1,874 50	.....	1,874 50	47 88	.....
6089	Sodus Point and Stanley	Lake Ontario Southern R. R.	34	6	1,453 50	.....	1,453 50	42 75	.....
6090	Buffalo and Jamestown.....	New York, Lake Erie and Western R. R.	69.73	13	4,531 05	.....	4,531 05	64 98	.....
6091	Middletown and Pine Bush.....	Middletown and Crawford R. R.	14.18	6	606 19	.....	606 19	42 75	.....
6092	Long Island City and Sag Harbor	Long Island R. R.	99.67	12	7,840 04	.....	7,840 04	78 66	.....
6093	Long Island City and Whitestone (n. o.).	do	12	12	738 72	.....	738 72	61 56	.....
6094	Saratoga Springs and North Creek	Adirondack R. R.	57.96	6	4,212 53	.....	4,212 53	72 68	.....
6095	Bath and Hammondsport	Bath and Hammondsport R. R.	9.81	21	419 37	.....	419 37	42 75	.....
6096	Rhinecliff and Boston Corners	Hartford and Connecticut Western R. R.	35.70	7.2	1,770 36	.....	1,770 36	49 59	.....
6097	Whitehall and Castleton.....	Delaware and Hudson Canal Company.	14.34	15	956 33	.....	956 33	66 69	.....
6098	Crown Point and Hammondville....	Crown Point Iron Company's R. R.	11.98	6	460 99	.....	460 99	38 48	.....
6099	Valley Stream and Oceanus.....	Long Island R. R.	8.50	12	363 37	.....	363 37	42 75	.....
6100	Sidney Plains and New Berlin.....	New York, Ontario and Western Rwy.	25.44	6	1,087 56	.....	1,087 56	42 75	.....
6101	Rochester and Salamanca.....	Rochester and Pittsburgh R. R.	109.14	12	5,319 48	.....	5,319 48	48 74	.....
6102	Corning and Geneva.....	Fall Brook Coal Company	58.25	6	4,432 82	.....	4,432 82	76 10	.....
6103	Springville and Sardinia Junction (n. o.).	Springville and Sardinia Rwy.	11.59	12	495 47	.....	495 47	42 75	.....
6104	Plattsburgh and Rogersfield.....	Chateaugay R. R.	34.67	12	1,482 14	.....	1,482 14	42 75	.....
6105	Albany and Troy	New York Central and Hudson River R. R.	7.37	75	1,518 66	.....	1,518 66	206 06	.....
6106	Mechanicsville and Eagle Bridge ...	Boston, Hoosac Tunnel and Western Rwy.	20.47	15	1,557 76	.....	1,557 76	76 10	.....
6107	Attica and Cuba	Tonawanda Valley and Cuba R. R.	59.92	6	2,561 57	.....	2,561 57	42 75	.....
6108	New Rochelle and Harlem River (n. o.).	New York, New Haven and Hartford R. R.	11.87	14.4	1,765 90	.....	1,765 90	148 77	.....
6109	DeKalb Junction and Norwood	Rome, Watertown and Ogdensburg R. R.	24.61	18	1,346 65	.....	1,346 65	54 72	.....
6110	Mineola and Hempstead	Long Island R. R.	2.50	18	106 87	.....	106 87	42 75	.....

Pay not fixed on 1.72
miles.

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
	NEW YORK—Continued.									
6112	Stewart Junction (n. o.) and Babylon	Long Island R. R.	20.50	6	876 37	.....	876 37	42 75	.....	
6113	Summitville and Ellenville	New York, Ontario and Western Rwy.	8.55	6	372 86	.....	372 86	43 61	.....	
6114	Clove Branch Junction and Clove Valley.	Newburgh, Dutchess and Connecticut R. R.	8.10	6	346 27	.....	346 27	42 75	.....	
6115	Theresa Junction (n. o.) and Clay-ton.	Utica and Black River R. R.	16.23	12	693 83	.....	693 83	42 75	.....	
6116	North Hoosac Junction (n. o.) and State Line (n. o.).	Troy and Boston R. R.	5.50	27	757 13	58 41	815 54	137 66	10 62	
6117	Manor Junction (n. o.) and East-port Junction (n. o.).	Long Island R. R.	5.37	6	229 56	.....	229 56	42 75	.....	
6118	Phœnicia and Hunter	Stony Clove and Catskill Mountain R. R.	14.73	6	730 46	.....	730 46	49 59	.....	
6119	Herkimer and Poland	Herkimer, Newport and Poland Narrow-Gauge Rwy.	17	12	726 75	.....	726 75	42 75	.....	
6120	Whitestone Junction (n. o.) and Great Neck Station (n. o.).	Long Island R. R.	6.96	12	309 44	.....	309 44	44 46	.....	
6121	Mechanicsville and Schuylersville Junction (n. o.).	Boston, Hoosac Tunnel and Western Rwy.	12.98	6	554 89	.....	554 89	42 75	.....	
6122	Addison and Gaines	Addison and Northern Pennsylvania Rwy.	41.25	6	1,763 43	.....	1,763 43	42 75	.....	
6123	Rochester and Hinsdale	Buffalo, New York and Philadelphia R. R.	99.92	6	4,613 30	.....	4,613 30	46 17	.....	
6124	Brooklyn and Jamaica	Long Island R. R.	9.18	6	375 00	.....	375 00	40 85	.....	Pay not fixed.
6125	Hopewell Junction and Wicopee Junction (n. o.).	New York and New England R. R.	11.19	6	.....	.....	.....	.....	.....	
6126	Buffalo (Erie street station) and Black Rock (N. Y. C. & H. R. R. R. Station) (n. o.).	Grand Trunk Rwy. of Canada.	4.59	6	196 22	.....	196 22	42 75	.....	
6127	Bradford Junction (n. o.) and Punxsutawney.	Rochester and Pittsburgh R. R.	120.73	6	6,297 27	.....	6,297 27	52 16	.....	
6128	Hayt's Corners and Willard	Geneva, Ithaca and Sayre R. R.	5.42	18	231 70	.....	231 70	42 75	.....	
6129	New York and Albany	New York, West Shore and Buffalo Rwy.	142.27	6	.....	.....	.....	.....	.....	Pay not fixed.

6130	Buffalo and Ashford Junction (n. o.).	Rochester and Pittsburgh R. R.	49.28	6	.....	.....	.....	.....	.....	Pay not fixed.
			<u>7,021.41</u>		<u>1,415,238 97</u>	<u>343,300 88</u>	<u>1,758,539 85</u>			
	NEW JERSEY.									
7001	New York and Easton.....	Central R. R. Co. of New Jersey.	74	12	10,123 20	.....	10,123 20	136 80	.....	
7002	Somerville and Flemington.....	do	16.06	18	686 56	.....	686 56	42 75	.....	
7003	Elizabethport (n. o.) and Bayhead Junction (n. o.).	do	50	15	5,942 50	.....	5,942 50	118 85	.....	
7004	New York and Philadelphia.....	Pennsylvania R. R.	89.54	107.48	123,715 62	38,054 50	161,770 12	1,381 68	425 00	
7005	Camden and Monmouth Junction.....	do	53.32	8.69	3,738 26	.....	3,738 26	70 11	.....	
7006	Camden and Hightstown.....	do	53.13	10.5	3,543 23	.....	3,543 23	66 09	.....	
7007	Burlington and Medford.....	do	14.97	14	639 96	.....	639 96	42 75	.....	
7008	Trenton and Manunka Chunk (n. o.).	do	67.85	27.46	5,453 10	.....	5,453 10	80 37	.....	
7009	Lambertville and Flemington.....	do	12.52	12	535 23	.....	535 23	42 75	.....	
7010	East Millstone and New Brunswick.	do	8.41	12	359 52	.....	359 52	42 75	.....	
7011	Rocky Hill and Monmouth Junction.	do	6.76	12	288 99	.....	288 99	42 75	.....	
7012	Kinkora and Lewistown.....	do	10.70	6	457 42	.....	457 42	42 75	.....	
7013	Hoboken and Easton.....	Morris and Essex R. R.	84.24	10.28	10,371 62	.....	10,371 62	123 12	.....	
7014	Dover and Chester.....	do	13.94	18.41	595 93	.....	595 93	42 75	.....	
7015	Philadelphia and Atlantic City.....	Camden and Atlantic R. R.	59.51	13	4,579 29	.....	4,579 29	76 95	.....	
7016	Vacant.					.....			.....	
7017	Jersey City and Nyack.....	Northern R. R. Co. of New Jersey.	28.45	12.47	1,727 19	.....	1,727 19	60 71	.....	
7018	Easton and Metuchen.....	Lehigh Valley R. R.	54	19	4,986 36	.....	4,986 36	92 34	.....	
7019	Newfield and Atlantic City.....	West Jersey R. R.	34.71	12	1,483 85	.....	1,483 85	42 75	.....	
7020	Pleasantville and Somers Point.....	do	7.31	6	312 50	.....	312 50	42 75	.....	
7021	Elmer and Salem.....	do	17.01	12	756 26	.....	756 26	44 46	.....	
7022	Woodbury and Swedesborough.....	do	11.28	12	482 22	.....	482 22	42 75	.....	
7023	Jamesburgh and Sea Girt (n. o.).	Pennsylvania R. R.	27.64	12	1,488 96	.....	1,488 96	53 87	.....	
7024	Jersey City and Stony Point.....	New Jersey and New York R. R.	42.24	16.06	2,203 23	.....	2,203 23	52 16	.....	
7025	Waterloo and Franklin Furnace.....	Sussex R. R.	24.76	15.3	1,058 49	.....	1,058 49	42 75	.....	
7026	Sandy Hook (n. o.) and Pemberton Junction (n. o.).	New Jersey Southern Rwy....	65	6	2,778 75	.....	2,778 75	42 75	.....	
7027	Newark and Mont Clair.....	Newark and Bloomfield R. R.	6.59	29.64	309 92	.....	309 92	47 03	.....	
7028	Hoboken and Denville.....	Delaware, Lackawanna and Western R. R.	34.17	30	4,148 57	.....	4,148 57	121 41	.....	
7029	Whiting and Atco.....	New Jersey Southern Rwy....	33.30	6	1,423 57	.....	1,423 57	42 75	.....	
7030	Newark and Paterson.....	New York, Lake Erie and Western R. R.	13.24	15	566 01	.....	566 01	42 75	.....	
7031	Atsion and Bridgeton.....	Vineland R. R.	37.75	6	1,646 27	.....	1,646 27	43 61	.....	
7032	Whiting and Beach Haven.....	Tuckerton R. R.	36.73	12	1,601 79	.....	1,601 79	43 61	.....	
7033	Bridgeton and Port Norris.....	Cumberland and Maurice River R. R.	20.60	12	880 65	.....	880 65	42 75	.....	
7034	Jersey City and Greenwood Lake....	New York and Greenwood Lake R. R.	51.10	12	2,184 52		2,184 52	42 75		

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

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			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
NEW JERSEY—Continued.										
7035	Atco Junction (n. o.) and Williams-town.	Williamstown and Delaware River R. R.	9	16.92	384 75		384 75	42 75		
7036	Summit and Bernardsville.....	Passaic and Delaware R. R....	14.72	6	629 28	.....	629 28	42 75	.....	
7037	Jersey City and Middletown.....	New York, Susquehanna and Western R. R.	88.40	10	5,366 76	.....	5,366 76	60 71	.....	
7038	Rahway and Perth Amboy.....	Pennsylvania R. R.....	7.34	12	313 78	.....	313 78	42 75	.....	
7039	Woodbury and Penn's Grove.....	Delaware River R. R.....	20.48	15	875 52	.....	875 52	42 75	.....	
7040	High Bridge and Rockaway.....	Central R. R. Co. of New Jersey.	30.31	6	1,295 75	.....	1,295 75	42 75	.....	
7041	Camden and Cape May.....	West Jersey R. R.....	81.15	12	6,383 25	.....	6,383 25	78 66	.....	
7042	Vacant.									
7043	Keyport and Freehold.....	Freehold and New York Rwy.	14.99	16.84	666 45	.....	666 45	44 46	.....	
7044	Trenton and Trenton Junction (n. o.).	Philadelphia and Reading R. R.	4.28	12	182 97	.....	182 97	42 75	.....	
7045	Haddonfield and Marlton.....	Philadelphia, Marlton and Medford R. R.	7.24	6	309 51	.....	309 51	42 75	.....	
7046	Bordentown and Trenton.....	Pennsylvania R. R.....	6.04	18	294 38	.....	294 38	48 74	.....	
7047	Jamesburgh and South Amboy.....	do.....	14.20	10.10	801 30	.....	801 30	56 43	.....	
7048	Branchville Junction (n. o.) and Branchville.	Sussex R. R.....	6.63	11.09	283 43	.....	283 43	42 75	.....	
7049	Eatontown and Port Monmouth.....	New Jersey Southern Rwy....	9.80	10.10	418 95	.....	418 95	42 75	.....	
7050	Manchester and Barnegat.....	do.....	22.42	11.81	958 45	.....	958 45	42 75	.....	
7051	Glassborough and Bridgeton.....	West Jersey R. R.....	21.03	12	1,564 42	.....	1,564 42	74 39	.....	
7052	Belvidere and McAfee Valley.....	Lehigh and Hudson River Rwy.	41.48	6	1,950 80	.....	1,950 80	47 03	.....	
7053	Princeton Junction and Princeton..	Pennsylvania R. R.....	3.37	36	175 77	.....	175 77	52 16	.....	
7054	Whiting and Bayhead Junction (n. o.).	Philadelphia and Long Branch R. R.	28.58	6	1,221 79	.....	1,221 79	42 75	.....	
7055	East Junction (n. o.) and West Junction (n. o.).	New York, Lake Erie and Western R. R.	9.98	6	426 64	.....	426 64	42 75	.....	
7056	Vacant.									
7057	Swedesborough and Riddleton Junction (n. o.).	West Jersey R. R.....	11.47	12	627 63	.....	627 63	54 72	.....	
7058	Two Bridges Junction (n. o.) and Stroudsburg.	New York, Susquehanna and Western R. R.	47.85	6	2,045 58	.....	2,045 58	42 75	.....	

	Delaware and Columbia Junction (n. o.).	do	6	135 09		135 09	42 75	
7059	Delaware and Columbia Junction (n. o.).	do	6	135 09		135 09	42 75	
7060	Sea Isle Junction (n. o.) and Sea Isle City.	West Jersey R. R.	6					Pay not fixed.
7061	Anglesea Junction (n. o.) and Angle- sea.	Anglesea R. R.	6					Pay not fixed.
				1, 075. 24	228, 382 79	38, 054 50	266, 437 29	
8001	Philadelphia and Pittsburgh	Pennsylvania R. R.	38. 64	351, 616 24	97, 075 00	448, 691 24	996 08	275 00
8002	Philadelphia and Pottsville	Philadelphia and Reading R.	22. 7	13, 335 53		13, 335 53	143 64	
8003	Philadelphia and West Chester	Philadelphia and Baltimore Central R. R.	24	3, 102 35		3, 102 35	116 28	
8004	Philadelphia and Bethlehem	Philadelphia and Reading R.	40. 86	7, 973 84		7, 973 84	141 08	
8005	Philadelphia and Norristown	do	18	943 56		943 56	57 29	
8006	Philadelphia and Darby	Philadelphia and Darby R. R.	12	271 28		271 28	38 48	
8007	Bridgeport and Downingtown	Philadelphia and Reading R.	6	832 70		832 70	38 48	
8008	Chester and Point Deposit	Philadelphia and Baltimore Central R. R.	24	5, 073 57		5, 073 57	85 50	
8009	Honesdale and Lackawaxen	New York, Lake Erie and Western R. R.	12	1, 295 78		1, 295 78	49 59	
8010	Easton and Waverly	Lehigh Valley R. R.	23. 38	29, 353 34		29, 353 34	142 79	
8011	Penn Haven Junction (n. o.) and Mount Carmel.	do	15	2, 348 82		2, 348 82	44 46	
8012	Hazel Creek Bridge (n. o.) and Au- denreid.	do	6	364 23		364 23	42 75	
8013	Pottsville and Herndon	Philadelphia and Reading R.	10. 44	4, 365 08	600 00	4, 965 08	53 87	For 60 miles.
8014	Port Clinton and Williamsport	do	7	6, 033 11		6, 033 11	49 59	
8015	Sunbury and Sugar Loaf	Pennsylvania R. R.	6	1, 864 32		1, 864 32	42 75	
8016	Penn Haven Junction (n. o.) and Sugar Loaf.	Lehigh Valley R. R.	13. 72	1, 393 82		1, 393 82	56 43	
8017	Seranton and Northumberland	Delaware, Lackawanna and Western R. R.	18	7, 262 30		7, 262 30	89 78	
8018	Seranton and Carbondale	Delaware and Hudson Canal Company.	12	1, 126 76		1, 126 76	64 13	
8019	Binghamton and New Hampton	Delaware, Lackawanna and Western R. R.	17. 56	15, 450 57		15, 450 57	106 88	
8020	Elmira and Hoytville	Tioga R. R.	12	4, 398 19		4, 398 19	66 69	
8021	Williamsport and Elmira	Northern Central Rwy	18	10, 222 80		10, 222 80	128 25	
8022	Sunbury and Erie	Pennsylvania R. R.	14. 15	26, 503 67	995 25	27, 498 92	176 13	For 39. 81 miles
8023	Sunbury and Mount Carmel	Northern Central Rwy	12	1, 173 06		1, 173 06	78 66	
8024	Bradford and Carrollton	New York, Lake Erie and Western R. R.	25. 87	823 26		823 26	42 75	
8025	Irvine and Corry	Buffalo, New York and Phila- delphia R. R.	12. 97	5, 855 58		, 855 58	61 56	

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

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			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
	PENNSYLVANIA—Continued.									
8026	Strasburgh and Leaman Place.....	Strasburgh R. R., Isaac Phenegar, lessee.	5.40	6	230 85	.....	230 85	42 75	.....	
8027	Lancaster and Middletown	Pennsylvania R. R.	31.64	14.51	2,353 69	.....	2,353 69	74 39	.....	
8028	Harrisburgh and Auburn	Philadelphia and Reading R. R.	58.78	7.79	2,519 25	.....	2,519 25	42 75	.....	
8029	New Castle and Homewood.....	Pennsylvania Company.....	15.43	12	1,570 00	.....	1,570 00	101 75	.....	
8030	Harrisburgh and Martinsburgh	Cumberland Valley R. R.....	94.63	15.31	9,223 58	.....	9,223 58	97 47	.....	
8031	Columbia and Sinking Spring	Reading and Columbia R. R. ..	40.14	15.52	2,059 18	.....	2,059 18	51 30	.....	
8032	Columbia and Frederick.....	Pennsylvania R. R.....	69.52	7.14	3,507 28	.....	3,507 28	50 45	.....	
8033	Junction (n. o.) and East Berlin	Hanover Junction, Hanover and Gettysburgh R. R.	7.36	6	314 64	.....	314 64	42 75	.....	
8034	Huntingdon and Mount Dallas Station (n. o.).....	Huntingdon and Broad Top Mountain R. R. and Coal Co.	45.15	12	3,358 70	.....	3,358 70	74 39	.....	
8035	Tyrone and Curwinstown	Pennsylvania R. R.....	47.66	11.16	3,178 44	.....	3,178 44	66 69	.....	
8036	Altoona and Henrietta.....	do	22.32	12	1,471 69	.....	1,471 69	53 87	.....	
8037	Cresson and Ebensburg	do	6.30	12	479 27	.....	479 27	43 61	.....	
8038	Tyrone and Lock Haven.....	do	10.99	6	3,342 08	.....	3,342 08	60 71	.....	
8039	Blairsville and Allegheny	do	55.05	12	5,002 97	.....	5,002 97	73 53	.....	
8040	Pittsburgh and Wheeling	Baltimore and Ohio R. R.....	68.04	12	1,441 83	.....	1,441 83	44 46	.....	Pay not fixed on 38.66 miles.
8041	Pittsburgh and Oil City	Allegheny Valley R. R.....	71.09	12	17,165 11	.....	17,165 11	129 96	.....	
8042	Branch Junction and Indiana	Pennsylvania R. R.....	132.08	13	1,243 71	.....	1,243 71	64 98	.....	
8043	Meadville and Oil City	New York, Pennsylvania and Ohio R. R.	19.14	12	2,223 20	.....	2,223 20	60 71	.....	
8044	Erie and New Castle	Pennsylvania Company	36.62	18	8,250 80	.....	8,250 80	83 79	.....	
8045	Oil City and Ashtabula	Lake Shore and Michigan Southern Rwy.	98.47	12	5,240 46	.....	5,240 46	59 85	.....	
8046	Bethlehem and Bangor	Lehigh and Lackawanna R. R.	87.56	9.4	1,376 54	.....	1,376 54	42 75	.....	
8047	Downingtown and New Holland	Pennsylvania R. R.....	32.20	12	1,444 31	.....	1,444 31	52 16	.....	
8048	Westchester and Phoenixville	do	27.69	10	274 74	.....	274 74	38 48	.....	Pay not fixed on 11.28 miles.
8049	Lewistown Junction (n. o.) and Milroy.....	do	18.42	6	553 18	.....	553 18	42 75	.....	
8050	Pottsville and Frackville	Philadelphia and Reading R. R.	12.94	12	496 75	.....	496 75	42 75	.....	

Station	Shenango and Alleghany R. R.	57.29	12	1,631 06	1,631 06	45 32	Pay not fixed on 21.3 miles.
Greenville and Butler	Shenango and Alleghany R. R.	57.29	12	1,631 06	1,631 06	45 32	Pay not fixed on 21.3 miles.
Carlisle and Pine Grove Furnace	South Mountain Railway and Mining Company.	18.92	12	808 83	808 83	42 75	
Freeport and Butler	Pennsylvania R. R.	22.14	12	1,287 21	1,287 21	58 14	
Wilmington and Reading	Wilmington and Northern R. R.	73.08	6	3,124 17	3,124 17	42 75	
Pittsburgh and Washington	Pittsburgh, Cincinnati and Saint Louis Rwy.	23.49	21	1,787 58	1,787 58	76 10	
Perkiomen Junction (n. o.) and Emaus.	Perkiomen R. R.	37.60	7.75	1,639 73	1,639 73	43 61	
Pottstown and Barto's	Philadelphia and Reading R. R.	13.28	9.43	567 72	567 72	42 75	
Jeddo and Freeland	Lehigh Valley R. R.	3.24	6	138 51	138 51	42 75	
Lebanon and Tower City	Philadelphia and Reading R. R.	43.40	10.99	1,855 35	1,855 35	42 75	
Towanda and Bernice	Pennsylvania and New York Canal and R. R. Co.	24.15	6	1,032 41	1,032 41	42 75	
Schuylkill Haven and Glen Carbon.	Philadelphia and Reading R. R.	14.26	10.4	609 61	609 61	42 75	
Topton and Kutztown	do	4.84	21	206 91	206 91	42 75	
Pittsburgh and Cumberland	Baltimore and Ohio R. R.	150.32	19.16	16,708 05	16,708 05	111 15	
Carbondale and Susquehanna	New York, Lake Erie and Western R. R.	39.14	6	1,673 23	1,673 23	42 75	
Corning and Antrim	Fall Brook Coal Company	52.40	12	3,584 16	3,584 16	68 40	
Phoenixville and Uwehland	Philadelphia and Reading R. R.	11.83	6	505 73	505 73	42 75	
Lewisburgh and Spring Mills	Pennsylvania R. R.	42.45	7.32	1,814 73	1,814 73	42 75	
Union City and Titusville	Buffalo, New York and Philadelphia R. R.	14.10	6	602 77	602 77	42 75	
Towanda and Barclay	Towanda Coal Co.	17.19	6	661 47	661 47	38 48	
Rockwood and Johnstown	Somerset and Cambria R. R.	45.37	12	1,939 56	1,939 56	42 75	
South Penn Junction (n. o.), and Richmond Furnace.	Cumberland Valley R. R.	19.38	6	828 49	828 49	42 75	
Mount Dallas Station (n. o.), and Cumberland.	Pennsylvania R. R.	45.29	12	2,594 66	2,594 66	57 29	
Allentown and Harrisburgh	Philadelphia and Reading R. R.	89.51	26.21	11,575 99	11,575 99	129 11	
Conshohocken and Flourtown	do	7.26	6	279 36	279 36	38 48	
Lansdale and Doylestown	do	10.87	13	566 97	566 97	52 16	
Red Bank Furnace and Driftwood	Allegheny Valley R. R.	110.45	12	6,327 67	6,327 67	57 29	
Chambersburgh and Waynesborough	Mont Alto R. R.	23.43	12	1,001 63	1,001 63	42 75	
Tunkhannock and Montrose	Montrose Rwy.	28.27	12	1,208 54	1,208 54	42 75	
Wilkesbarre and Scranton	Central R. R. Co. of New Jersey	19.85	6	848 58	848 58	42 75	
Mechanicsburgh and Dillsburgh	Cumberland Valley R. R.	8.85	12	378 33	378 33	42 75	
Pittsburgh and West Brownsville	Pennsylvania R. R.	31.30	12	2,897 15	2,897 15	60 71	
Valley Junction (n. o.), and Ebbvale	Bachman Valley R. R.	23.32	9.3	709 71	709 71	54 72	
Bellefonte and Snow Shoe	Pennsylvania R. R.	22.97	12	951 18	951 18	42 75	
Holidaysburgh and Mines	do	22.35	9.86	955 46	955 46	42 75	
Mount Union and Robertsdale	East Broad Top R. R. and Coal Co.	30.06	7.89	1,285 06	1,285 06	42 75	
Foxburgh and Callery	Pittsburgh and Western R. R.	43.58	6	2,794 78	2,794 78	64 13	
Bellwood and Irvona	Bell's Gap R. R.	21.28	12	1,004 62	1,004 62	42 75	
Philipsburgh and Morrisdale Mines.	Pennsylvania R. R.	3.70	6	158 17	158 17	42 75	
Reading and Slatington	Philadelphia and Reading R. R.	43.73	6	1,869 45	1,869 45	42 75	
Berlin and Garrett	Baltimore and Ohio R. R.	9.10	12	389 02	389 02	42 75	

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
8091	PENNSYLVANIA—Continued. Larabee and Clermont.....	Buffalo, New York, and Philadelphia R. R.	22.04	8.45	942 21	.....	942 21	42 75	.....	
8092	York and Peach Bottom	York and Peach Bottom Rwy.	40.07	6	1,953 01	.....	1,953 01	48 74	.....	
8093	Lawsonham and Sligo	Allegheny Valley R. R.	10.39	6	444 17	.....	444 17	42 75	.....	
8094	Oxford and Peter's Creek.....	Peach Bottom R. R.	20	8.25	855 00	.....	855 00	42 75	.....	
8095	Pittsburgh and Castle Shannon.....	Pittsburgh and Castle Shannon R. R.	6.02	6	257 37	.....	257 37	42 75	.....	
8096	New Castle and Stoneborough	Buffalo, New York and Philadelphia R. R.	35.66	7.34	1,653 19	.....	1,653 19	46 36	.....	
8097	White Haven and Upper Lehigh	Central R. R. Company of New Jersey.	9.85	6	379 02	.....	379 02	38 48	.....	
8098	Norristown and Lansdale.....	Stony Creek R. R.	10.30	6	440 32	.....	440 32	42 75	.....	
8099	Osceola Mills and Ramey	Pennsylvania R. R.	8.88	12	379 62	.....	379 62	42 75	.....	
8100	Tamaqua and Mauch Chunk	Central R. R. Company of New Jersey.	13.70	6	585 67	.....	585 67	42 75	.....	
8101	Wilkes Barre and Wanamie	do	11.55	6	444 44	.....	444 44	38 48	.....	
8102	Hanover Junction and Gettysburgh {	Hanover Junction, Hanover and Gettysburgh R. R.	13	12	2,055 62	.....	2,055 62	64 98	.....	
8103	Jenkintown and Bound Brook	Philadelphia and Reading R. R.	49.82	13.1	2,129 80	.....	2,129 80	42 75	.....	
8104	South West Junction (n. o.) and Fair- chance.	Pennsylvania R. R.	44.12	6	2,829 41	.....	2,829 41	64 13	.....	
8105	Sheffield and Sheffield Junction (n. o.)	Tionesta Valley R. R.	12.24	6	523 26	.....	523 26	42 75	.....	
8106	Millersburgh and Williamstown.....	Northern Central Rwy.	21.04	10.14	899 46	.....	899 46	42 75	.....	
8107	Meadville and Linesville.....	Meadville and Linesville Rwy.	21.10	6	902 02	.....	902 02	42 75	.....	
8108	Lewistown Junction (n. o.) and Se- lin's Grove Junction (n. o.).	Pennsylvania R. R.	45	6	1,923 75	.....	1,923 75	42 75	.....	
8109	Abington Station (n. o.) and Bready- ville.	Northeast Pennsylvania R. R.	9.94	10.2	518 47	.....	518 47	52 16	.....	
8110	Catawissa Junction (n. o.) and Tivoli.	Williamsport and North Branch R. R.	10.93	12	245 38	.....	245 38	42 75	.....	Pay not fixed on 5.19 miles.
8111	Vacant.					.....			.....	
8112	Foxburgh and Kane.....	Pittsburgh and Western R. R.	82.20	12.31	4,233 51	.....	4,233 51	65 84	.....	Pay not fixed on 17.9 miles.
8113	Tyrone and Benore	Pennsylvania R. R.	25.84	6	1,104 66	.....	1,104 66	42 75	.....	
8114	Washington and Waynesburgh.....	Waynesburgh and Washing- ton R. R.	28.97	12	1,857 84	.....	1,857 84	64 13	.....	
8115	Pittsburgh and Library	Baltimore and Ohio R. R.	14.24	6	608 76	.....	608 76	42 75	.....	

		19.62	12	838 75	838 75	42 75	42 75
8116	Honesdale and Carbondale.....						
8117	Newtown Junction (n. o.) and New- town.	27.10	12	1,158 52	1,158 52	42 75	42 75
8118	Latrobe and Ligonier	10.67	6	456 14	456 14	42 75	42 75
8119	Shenandoah and Mahanoy Plane ..	6.90	12	294 97	294 97	42 75	42 75
8120	Vacant.						
8121	Bradford and Olean.....	23.90	12	1,226 07	1,226 07	51 30	
8122	Summit City and Bradford	7.66	12	327 46	327 46	42 75	
8123	Pittsburgh and Youngstown.....	70.93	26	10,552 25	10,552 25	148 77	
8124	Columbia and Port Deposit.....	39.62	6	1,524 57	1,524 57	38 48	
8125	Allegheny and New Castle	61.70	6	3,357 19	3,357 19	57 29	
8126	Bowmansdale and Shippensburg ..	32.45	6	862 86	862 86	34 20	
8127	Montour Junction (n. o.) and Im- perial.	10.97	15.84	468 96	468 96	42 75	
8128	Portland and Nazareth	25.61	14	1,094 82	1,094 82	42 75	
8129	Irwin's Station and Sewickley (n. o.)	9.79	6	334 81	334 81	34 20	
8130	Dagascachonda and Dagus Mines....	6.01	6	256 92	256 92	42 75	
8131	Landenburgh and Pomeroy.....	18.64	6	796 86	796 86	42 75	
8132	Bradford and Smethport.....	26.05	12	1,113 63	1,113 63	42 75	
8133	Kinzua Junction (n. o.) and Eldred..	14.25	12	670 17	670 17	47 03	
8134	Lumber Yard (n. o.) and Ebervale ..	6.23	12	266 33	266 33	42 75	
8135	Tunnel and Eckley	2.24	6	95 76	95 76	42 75	
8136	Blossburgh and Morris Run	4.09	12	174 84	174 84	42 75	
8137	Junction and Quarryville	23.50	14.22	1,004 62	1,004 62	42 75	
8138	Saxton and Dudley	6.18	6	264 19	264 19	42 75	
8139	Lawrenceville and Harrison Valley.	32.18	12	832 40	832 40	64 13	
8140	Duncansville and Newry	3.18	12	135 94	135 94	42 75	
8141	Broad Ford and Mount Pleasant....	10.45	6	446 74	446 74	42 75	
8142	Vacant.						
8143	Coalville Junction (n. o.) and Coal- town.	3	6	128 25	128 25	42 75	
8144	Port Allegany and Coudersport	16.68	6	713 07	713 07	42 75	
8145	Mercersburgh Junction (n. o.) and Mercersburgh.	2.58	6	110 29	110 29	42 75	
8146	West Brownsville and Uniontown ..	18.54	6	887 69	887 69	47 88	
8147	Clarion Junction (n. o.) and Clarion.	6.73	12	287 70	287 70	42 75	
8148	North Clarendon and Cherry Grove.	10.47	6	447 59	447 59	42 75	
8149	Lebanon and Cornwall.....	5.62	6	240 25	240 25	42 75	
8150	Williamsport and Stokesdale Junc- tion (n. o.).	78.52	6	4,967 96	4,967 96	63 27	

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

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			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
	PENNSYLVANIA—Continued.									
8151	Youngwood Station (n. o.) and United.	Pennsylvania R. R.	8.84	6	377 91	.....	377 91	42 75	.....	
8152	Branchton Junction (n. o.) and Hilliard's.	Shenango and Allegheny R. R.	10.41	6	471 78	.....	471 78	45 32	.....	
8153	Sunbury and Lewisburgh.....	Philadelphia and Reading R.R.	9.84	6	420 66	.....	420 66	42 75	.....	
			5,725.36		727,884 50	98,670 25	826,554 75			
	DELAWARE.									
9501	Wilmington and Delmar.....	Philadelphia, Wilmington and Baltimore R. R.	97.02	12.96	12,442 81	.....	12,442 81	128 25	.....	
9502	Delmar and Crisfield	New York, Philadelphia and Norfolk R. R.	38	6	3,151 72	.....	3,151 72	82 94	.....	
9503	Clayton and Oxford.....	Delaware and Chesapeake Rwy.	54.50	6	2,795 85	.....	2,795 85	51 30	.....	
9504	Georgetown and Lewes.....	Delaware, Maryland and Virginia R. R.	16.02	12	821 83	.....	821 83	51 30	.....	
9505	Wilmington and Landenburgh.....	Delaware Western R. R.	20.55	6	878 51	.....	878 51	42 75	.....	
9506	Harrington and Franklin City	Delaware, Maryland and Virginia R. R.	18.98 } 25.09 } 36.23 }	6	3,901 05	.....	3,901 05	49 59 } 51 30 } 46 17 }	.....	
9507	Newark and Delaware City.....	Philadelphia, Wilmington and Baltimore R. R.	12.75	12	545 06	.....	545 06	42 75	.....	
			319.14		24,536 83	.....	24,536 83			
	MARYLAND.									
10001	Baltimore and Philadelphia.....	Philadelphia, Wilmington and Baltimore R. R.	96	57.75	53,434 56	9,600 00	63,034 56	556 61	100 00	
10002	Baltimore and Sunbury	Northern Central Rwy.....	137.80	23.83	26,391 45	3,445 00	29,836 45	191 52	25 00	
10003	Baltimore and Wheeling	Baltimore and Ohio R. R.	394.30	27.47	119,342 78	39,104 40	158,447 18	302 67	120 00	For 293.75 miles.
10004	Araby and Frederick	do	3.11	27	175 49	.....	175 49	56 43	40 00	For 96.36 miles.
10005	Weverton and Hagerstown	do	24.56	12	1,427 91	.....	1,427 91	58 14	.....	

	Baltimore and Williamsport.....	Western Maryland R. R.	93.20	12	7,092 52	2,165 00	9,257 52	76 10	25 00	For 86.6 miles.
10006	Annapolis and Annapolis Junction..	Annapolis and Elk Ridge R. R.	21.11	15	1,407 82	.....	1,407 82	66 69	.....	
10007	Cumbridge and Seaford	Cumbridge and Seaford R. R.	33.61	6	1,494 30	.....	1,494 30	44 46	.....	
10008	Salisbury and Ocean City	Wicomico and Pocomoke R. R.	30.68	6	1,311 57	.....	1,311 57	42 75	.....	
10009	Townsend and Centreville.....	Queen Anne and Kent R. R.	35.19	6	1,504 37	.....	1,504 37	42 75	.....	
10010	Cumberland and Piedmont	Cumberland and Pennsylvania R. R.	33.76	12	1,818 65	.....	1,818 65	53 87	.....	
10011	Clayton and Chestertown.....	Kent County R. R., Fred. Gerker, lessee.	32.73	6	2,126 79	.....	2,126 79	64 98	.....	
10012	Bay View (n. o.) and Washington...	Baltimore and Potomac R. R.	45.20	49.6	25,119 90	4,520 00	29,639 90	555 75	100 00	
10013	Bowie and Pope's Creek	do	49.14	6	2,983 28	.....	2,983 28	60 71	.....	
10014	Newtown Junction (n. o.) and Pocomoke City.	New York, Philadelphia and Norfolk R. R.	9.75	12	416 81	.....	416 81	42 75	.....	
10015	Vacant.									
10016	Baltimore and Harper's Ferry	Baltimore and Ohio R. R.	81.13	12.33	5,688 02	.....	5,688 02	70 11	.....	
10017	Lake Roland and Stevenson	Northern Central Rwy.....	5.50	6	211 64	.....	211 64	38 48	.....	
10018	Emmitsburgh and Rocky Ridge....	Emmitsburgh R. R.	7.26	18	310 36	.....	310 36	42 75	.....	
10019	Valley Junction and Glyndon.....	Baltimore and Hanover R. R.	20.30	12	1,475 40	.....	1,475 40	72 68	.....	
10020	Edgemont and Chambersburg.....	Western Maryland R. R.	21.90	12	936 21	.....	936 21	42 75	.....	
10021	Vacant.									
10022	Perryville and Port Deposit	Pennsylvania R. R.	4.11	21	175 70	.....	175 70	42 75	.....	
10023	Baltimore and Delta	Maryland Central R. R.	45.50	15.56	2,178 54	.....	2,178 54	47 88	.....	
10024			1,225.84		257,024 07	58,834 40	315,858 47			
VIRGINIA.										
11001	Washington and Richmond.....	Richmond, Fredericksburgh and Potomac R. R.	116	20	36,498 24	13,920 00	50,418 24	314 64	120 00	
11002	Alexandria and Lynchburgh	Virginia Midland Rwy.....	167.71	14	41,296 91	13,416 80	54,713 71	246 24	80 00	
11003	Manassas and Strasburgh	do	62.55	6	3,583 48	.....	3,583 48	57 29	.....	
11004	Alexandria and Round Hill.....	Washington, Ohio and Western R. R.	52.20	10.37	2,990 53	.....	2,990 53	57 29	.....	
11005	Newport News, Va., and Huntington, W. Va.	Chesapeake and Ohio Rwy....	493.27	13	52,296 48	.....	52,296 48	106 02	.....	
11006	Richmond, Va., and Charlotte, N. C.	Richmond and Danville R. R.	282.34	21	60,832 97	14,854 20	75,687 17	215 46	80 00	R. P. O. on 140.60 miles, at \$25 per mile.
11007	Richmond and West Point.....	do	40.50	9	2,043 22	.....	2,043 22	50 45	.....	
11008	Richmond and Petersburg	Richmond and Petersburg R. R.	23.39	28	5,099 72	1,871 20	6,970 92	218 03	80 00	
11009	Petersburgh, Va., and Weldon, N. C.	Petersburgh R. R.	65.31	17.5	13,178 25	5,224 80	18,403 05	201 78	80 00	
11010	Petersburgh and City Point	Norfolk and Western R. R.	10.46	6	447 16	.....	447 16	42 75	.....	
11011	Petersburgh and Norfolk	do	82.14	7	8,427 56	.....	8,427 56	102 60	.....	
11012	Petersburgh and Lynchburgh	do	123.79	7	6,668 56	.....	6,668 56	53 87	.....	
11013	Lynchburgh, Va., and Bristol, Tenn.	do	205.52	7	36,374 98	8,942 00	45,316 98	176 99	50 00	R. P. O. on 152.16 miles, at \$25 per mile.
11014	Glade Spring and Saltville	do	10.03	6	428 78	.....	428 78	42 75	.....	
11015	Portsmouth, Va., and Weldon, N. C.	Seaboard and Roanoke R. R.	79.31	6	5,357 39	.....	5,357 39	67 55	.....	
11016	Lynchburgh and Danville Junction (n. o.).	Virginia Midland Rwy.....	66.34	14	11,684 46	5,307 20	16,991 66	176 13	80 00	
11017	Bermuda Hundred and Winterpock.	Bright Hope Rwy.....	28.81	6	985 30	.....	985 30	34 20	.....	
11018	Washington and Alexandria.....	Alexandria and Washington R. R.	7	33	1,783 53	175 00	1,958 53	254 79	25 00	

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

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			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
	VIRGINIA—Continued.									
11019	Sutherlin, Va., and Milton, N.C.	Richmond and Danville R. R.	7	12	299 25		299 25	42 75		
11020	Fredericksburgh and Orange C. H.	Potomac, Fredericksburgh and Piedmont R. R.	38.83	6	1,659 98	.....	1,659 98	42 75	.....	
11021	Hagerstown, Md., and Roanoke, Va.	Shenandoah Valley R. R.	239.86	10.32	30,972 19	5,997 25	36,969 44	129 11	25 00	
11022	Elba and Rocky Mount.	Virginia Midland Rwy.	37.23	6	1,591 58	.....	1,591 58	42 75	.....	
11023	Richmond and Lynchburgh.	Richmond and Alleghany R.R.	147.50	6	8,827 87	.....	8,827 87	59 85	.....	
11024	Owl Run and Warrenton.	Virginia Midland Rwy.	9.17	7	392 01	.....	392 01	42 75	.....	
11025	Orange and Gordonsville.	do.	9.79	9.50	594 35	.....	594 35	60 71	.....	
11026	Norfolk and Edenton.	Norfolk Southern R. R.	74.05	6	4,748 81	.....	4,748 81	64 13	.....	
11027	Clifton Forge and Lynchburgh.	Richmond and Alleghany R. R.	87.47	6	4,487 21	.....	4,487 21	51 30	.....	
11028	Danville and Spencers.	Danville and New River R. R.	57.99	6	1,912 63	.....	1,912 63	42 75	.....	
11029	Balcony Falls and Lexington.	Richmond and Alleghany R. R.	20.50	6	876 37	.....	876 37	42 75	.....	13.25 m., no pay fixed.
11030	Lorraine and Hungary (n.o.)	do.	12	6	461 76	.....	461 76	38 48	.....	No pay fixed.
11031	Newport News and Fortress Monroe.	Chesapeake and Ohio Rwy.	10.75	6	759 66	.....	759 66	42 75	.....	13.86 m., no pay fixed.
11032	Keysville and Clarksville.	Richmond and Mecklenburgh R. R.	31.63	6	.....	.....	.....	.....	.....	No pay fixed.
11033	New River Depot and Pocahontas.	Norfolk and Western R. R.	73.59	6	.....	.....	.....	.....	.....	Do.
11034	Claremont and Waverly Station.	Atlantic and Danville R. R.	18.50	6	.....	.....	.....	.....	.....	
			2,792.53		347,561 19	69,708 45	417,269 64			
	WEST VIRGINIA.									
12001	Harper's Ferry and Lexington.	Baltimore and Ohio R. R.	{ 103.13	{ 16.27	17,616 62	.....	17,616 62	{ 110 80	.....	
12002	Grafton and Parkersburgh.	do.	62.41		.....	.....	.....	99 18	.....	
12003	Volcano Junction and Volcano.	Laurel Fork and Sand Hill R. R.	104.50	23.5	29,305 98	8,360	37,665 98	280 44	80	
12004	Pennsborough and Ritchie C. H.	Pennsborough and Harrisville Ritchie County Rwy.	7.02	12	300 10	.....	300 10	42 75	.....	
12005	Steubenville and Wheeling.	Pittsburgh, Cincinnati and Saint Louis Rwy.	9	12	384 75	.....	384 75	42 75	.....	
12006	Clarksburgh and Weston.	Clarksburgh, Weston and Glenville R. R. and Transportation Co.	26.13	28	1,988 49	.....	1,988 49	76 10	.....	
			26.25	12	1,795 50	.....	1,795 50	68 40	.....	

	Piedmont and Elk Garden.....	West Virginia Central and Pittsburgh Rwy.	14.50	6	619 87	-----	619 87	42 75	-----
12007	Winfred Junction (n. o.) and Win- frede.	Winfredo R. R.....	4.54	6	194 08	-----	194 08	42 75	-----
12008	Shaw and Fairfax	West Virginia Central and Pittsburgh Rwy.	35.75	6	924 68	-----	924 68	42 75	14.12 m., no pay fixed.
12009	Charleston and Point Pleasant.....	Ohio Central R. R.....	57.70	6	-----	-----	-----	-----	No pay fixed.
12010	Weston and Buckhannon.....	Weston and Buckhannon R. R..	16.29	6	-----	-----	-----	-----	Do.
12011	Grafton and Philippi.....	Grafton and Greenbrier R. R..	24	6	-----	-----	-----	-----	Do.
12012			491.22		53,130 07	8,360 00	61,490 07		
12013									
12014	Raleigh and Weldon.....	Raleigh & Gaston R. R.....	97.63	6	7,095 74	-----	7,095 74	72 68	-----
12015	Weldon and Wilmington.....	Wilmington and Weldon R. R..	162.07	14	29,099 66	12,965 60	42,065 26	179 55	80
12016	Wilmington and Charlotte	Carolina Central Rwy.....	188.89	6	9,690 05	-----	9,690 05	51 30	-----
12017	Goldsborough and Greensborough ..	Richmond and Danville R. R..	130.35	13	9,138 83	-----	9,138 83	70 11	-----
12018	Goldsborough and Morehead City ..	Atlantic and North Carolina R.R.	94.05	6	5,548 95	-----	5,548 95	59 00	-----
12019	Salisbury and Warm Springs	Western North Carolina R. R..	183.67	6	15,861 74	-----	15,861 74	86 36	-----
12020	Charlotte, N. C., and Augusta, Ga ...	Charlotte, Columbia and Au- gusta R. R.	192.56	10.07	24,790 69	-----	24,790 69	128 25	-----
12021	Charlotte and Shelby	Carolina Central Rwy.....	55.59	6	3,041 88	-----	3,041 88	54 72	-----
12022	Charlotte and Statesville	Charlotte, Columbia and Au- gusta R. R.	49.38	6	2,279 87	-----	2,279 87	46 17	-----
12023	Raleigh and Hamlet	Raleigh and Augusta Air Line R. R.	97.58	6	6,173 88	-----	6,173 88	63 27	-----
12024	Lumber Bridge and Greensborough ..	Cape Fear and Yadkin Valley R. R.	114.55	6	1,925 03	-----	1,925 03	42 75	69.52 m., no pay fixed.
12025	Greensborough and Winston	Richmond and Danville R. R..	28.98	6	1,585 78	-----	1,585 78	54 72	-----
12026	Jamesville and Washington	Jamesville and Washington R. R., Wm. Bissell, lessee.	22.57	9	964 86	-----	964 86	42 75	-----
12027	Oxford and Henderson	Oxford and Henderson R. R., A. H. Williams, lessee.	13.40	6	572 85	-----	572 85	42 75	-----
12028	Rocky Mount and Tarborough.....	Wilmington and Weldon R. R..	17.80	7	760 95	-----	760 95	42 75	No ay fixed.
12029	Ashville Junction (n. o.) and Waynes- ville.	Western North Carolina R. R..	28.23	6	-----	-----	-----	-----	-----
12030	Alma and Plainview	Alma and Little Rock R. R....	12.59	6	538 21	-----	538 21	42 75	-----
12031	University Station and Chapel Hill ..	Richmond and Danville R. R..	11.70	6	500 17	-----	500 17	42 75	-----
12032	Halifax and Scotland Neck	Wilmington and Weldon R. R..	21.00	6	897 75	-----	897 75	42 75	-----
12033	Tarborough and Williamston.....	Albemarle and Raleigh R. R..	30.88	7	1,320 12	-----	1,320 12	42 75	-----
12034	Smithfield and Goldsborough	Midland North Carolina Rwy.. Danville, Mocksville and Southwestern R. R.	22.65	6	1,336 35	-----	1,336 35	59 00	No pay fixed.
12035	D. M. & S. W. Junction (n. o.) and Leaksv ..		7.97	6	-----	-----	-----	-----	-----
12036			1,584.09		123,123 36	1,965 0	136,088 96		
12037									
12038	Columbia and Greenville	Columbia and Greenville R. R..	143.84	6	9,838 65	-----	9,838 65	68 40	-----
12039	Columbia, S. C., and Wilmington, N. C.	Wilmington, Columbia and Augusta R. R.	{ 110 83 }	14 14	{ 23,922 90 9,838 65 }	8,800 00	32,722 90	{ 165 87 68 40 }	{ R. P. O. cars on 110 miles. }

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.	
SOUTH CAROLINA—Continued.											
14003	Columbia and Charleston.....	South Carolina R. R.	131.02	23.04	Dollars. 10,754 12		Dollars. 10,754 12	82 08		14.36 m., no pay fixed	
14004	Charleston, S. C., and Savannah, Ga.	Charleston and Savannah Rwy	115	14	16,911 90	7,475 00	24,386 90	147 06	65 00		
14005	Charleston and Florence.....	Northeastern R. R.	102	14	16,395 48	5,100 00	21,495 48	160 74	50 00		
14006	Florence and Cheraw.....	Cheraw and Darlington R. R.	40.90	6	1,818 41	.....	1,818 41	44 46	.....		
14007	Chester, S. C., and Newton, N. C.	Chester and Lenoir Narrow Gauge R. R.	79.53	6	3,126 85	.....	3,126 85	47 98	.....		
14008	Alston and Spartanburgh.....	Columbia and Greenville R. R.	68.50	6	2,928 37	.....	2,928 37	42 75	.....		
14009	Hodges and Abbeville.....	do	11.82	-6	505 30	.....	505 30	42 75	.....		
14010	Port Royal, S. C., and Augusta, Ga.	Port Royal and Augusta R. R.	110.77	7	5,777 76		5,777 76	52 16		14.36 m., no pay fixed	
14011	Spartanburgh, S. C., and Hendersonville, N. C.	Asheville & Spartanburgh R. R.	51.25	6	2,190 93	.....	2,190 93	42 75	.....		
14012	Newberry and Laurens.....	Laurens Rwy.	31.93	6	1,365 00		1,365 00	42 75		14.36 m., no pay fixed	
14013	Chester and Lancaster.....	Cheraw and Chester R. R.	30.20	6	1,291 04	.....	1,291 04	42 75	.....		
14014	Cheraw, S. C., and Wadesborough, N. C.	Cheraw and Salisbury R. R.	26.02	6	1,112 35	.....	1,112 35	42 75	.....		
14015	Lane's and Sumter.....	Central Railroad Company of South Carolina.	40	6	1,710 00	.....	1,710 00	42 75	.....		
14016	Belton and Walhalla.....	Columbia and Greenville R. R.	43.53	6	1,860 90		1,860 90	42 75		14.36 m., no pay fixed	
14017	Branchville and Augusta.....	South Carolina R. R.	75.45	21	6,644 88	.....	6,644 88	88 07	.....		
14018	Kingsville and Camden.....	do	39.03	9.5	2,135 72	.....	2,135 72	54 72	.....		
14019	Blackville and Barnwell.....	Barnwell R. R.	9.42	6	402 70	.....	402 70	42 75	.....		
14020	Lane's and Georgetown.....	Georgetown and Lane's R. R.	39.20	7	1,675 80	.....	1,675 80	42 75	.....		
					112,369 06	21,375 00	133,744 06				
GEORGIA.											
15001	Atlanta and Air Line Junction (n o.)	Richmond and Danville R. R.	269.33	14	49,510 93	21,546 40	71,057 33	183 83	80 00	14.36 m., no pay fixed	
15002	Atlanta, Ga., and Chattanooga, Tenn	Western and Atlantic R. R.	138.47	14	23,441 58	12,462 30	35,903 88	169 29	90 00		
15003	Atlanta and West Point.....	Atlanta and West Point R. R.	86.60	14	14,883 07	4,330 00	19,213 07	171 86	50 00		
15904	Augusta and Atlanta.....	Georgia R. R. and Banking Co.	172.59	14	24,790 82	4,314 75	29,105 57	143 64	25 00		
15005	Millen and Augusta.....	Central R. R. and Banking Co.	53.57	14	3,527 04	.....	3,527 04	65 84	.....		
15006	Washington and Barnett.....	Georgia R. R. and Banking Co.	18.56	6	793 44	.....	793 44	42 75	.....		
15007	Union Point and Athens.....	do	40.95	7	2,030 71	.....	2,030 71	49 59	.....		
15008	Kingston and Rome.....	Rome R. R.	20.32	9.5	868 68	.....	868 68	42 75	.....		

No.	Name of the Road.	Capital.	Assets.	Liabilities.	Income.	Expenses.	Surplus.	Notes.
15009	Savannah and Jacksonville	172.75	14	29,098 01	11,228 75	40,326 76	168 44	65 00
15010	Savannah and Macon	193.44	14	14,554 42	.....	14,554 42	75 24	.....
15011	Macon and Columbus	100.47	6	6,356 73	.....	6,356 73	63 27	.....
15012	Macon and Atlanta	103.80	14	14,199 84	.....	14,199 84	136 80	.....
15013	Rome and Brunswick	351.52	7	26,980 61	.....	26,980 61	85 50	.....
								190.58 miles at \$85.50 per mile; 142.63 miles at \$70.97 per mile; 18.31 miles lap at \$30.78 per mile.
15014	Gordon and Eatonton	38.57	6	1,648 86	.....	1,648 86	42 75	.....
15015	Vacant.							
15016	Macon, Ga., and Eufaula, Ala.	143.99	7	12,434 96	.....	12,434 96	86 36	.....
15017	Fort Valley and Perry	13.32	9	569 43	.....	569 43	42 75	.....
15018	Waycross and Albany	162.54	7	11,790 65	.....	11,790 65	135 95	.....
								128.24 miles at \$55.58 per mile.
15019	Barnesville and Thomaston	16.43	6	702 38	.....	702 38	42 75	.....
15020	Cartersville and Cedartown	36.55	6	1,562 51	.....	1,562 51	42 75	.....
15021	Camak and Macon	78.59	6	5,375 55	.....	5,375 55	68 40	.....
15022	Griffin and Carrollton	60.12	6	2,570 13	.....	2,570 13	42 75	.....
15023	Brunswick and Albany	172.39	6	6,633 56	.....	6,633 56	38 48	.....
15024	Columbus and Hood (n. o.)	32.70	6	1,397 92	.....	1,397 92	42 75	.....
15025	Athens and Belton	40.53	7	1,836 81	.....	1,836 81	45 32	.....
15026	Toccoa and Elberton	50.42	6	2,155 45	.....	2,155 45	42 75	.....
15027	Sandersville and Tennesse	3.50	6	149 62	.....	149 62	42 75	.....
15028	Wadley and Louisville	10.62	12	454 00	.....	454 00	42 75	.....
15029	Hartwell and Bowersville	10	6	427 50	.....	427 50	42 75	.....
15030	Marietta and Ellijay	67.83	6	2,012 23	.....	2,012 23	42 75	.....
								20.76 m., no pay fixed.
15031	Thomasville and Bainbridge	37	7	1,581 75	.....	1,581 75	42 75	.....
15032	Lawrenceville and Bostick (n. o.)	9.90	6	423 22	.....	423 22	42 75	.....
15033	Talbotton and Bostick (n. o.)	7.20	14	307 80	.....	307 80	42 75	.....
15034	Gainesville and Social Circle	52.27	6	.....	.....	.....	.....	No pay fixed.
15035	Roswell Junction (n. o.) and Roswell	11	6	470 25	.....	470 25	42 75	.....
15036	Dupont, Ga., and Newmansville, Fla.	104.10	6	6,641 15	.....	6,641 15	135 95	.....
								55.25 m., no pay fixed.
15037	Augusta, Ga., and Greenwood, S. C.	68.30	6	2,919 82	.....	2,919 82	42 75	.....
15038	Cochran and Hawkinsville	10.59	6	452 72	.....	452 72	42 75	.....
15039	Smithville and Albany	24.07	7	1,461 28	.....	1,461 28	60 71	.....
15040	Albany and Blakeby	50.06	6	2,140 06	.....	2,140 06	42 75	.....
15041	Cuthbert and Fort Gaines	23.20	6	991 80	.....	991 80	42 75	.....
15042	Atlanta, Ga., and Coalburgh, Ala.	176.76	6	10 276 80	.....	10,276 80	58 14	.....
15043	Benton and Tallulah	33.25	6	1,088 43	.....	1,088 43	42 75	.....
								12 miles lap service at \$15 per mile.

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
15044	GEORGIA—Continued.									
	Climax, Ga., and Chattahoochee, Fla.	Savannah, Florida and Western Rwy.	31.65	6						No pay fixed.
15045	Emory and Jefferson.....	Gainesville, Jefferson and Southern R. R.	13.51	6						Do.
			3,313.33		291,512 52	53,882 20	345,394 72			
	FLORIDA.									
16001	Fernandina and Cedar Keys.....	Florida Transit R. R.	155.15	6	8,596 85		8,596 85	55 41		
16002	Lake City and Chattahoochee.....	Florida Central and Western R. R.	155.87	7	9,595 35		9,595 35	61 56		
16003	Pensacola and Whiting Junction (n. o.).	Louisville and Nashville R. R.	45.29	7	1,920 74		1,920 74	42 41		
16004	Tocoi and Saint Augustine.....	Saint John's Rwy.....	15.69	6	778 06		778 06	49 59		
16005	Pensacola and Millview.....	Pensacola and Perdido R. R.	8.33	6	356 10		356 10	42 75		
16006	Jacksonville and Lake City.....	Florida Central and Western R. R.	60.32	9.25	6,271 47		6,271 47	103 97		
16007	Sanford and Tampa.....	South Florida R. R.	116.39	6	2,245 43		2,245 43	55 58		75.99 m., no pay fixed.
16008	Volusia and Leesburgh.....	Saint John's and Lake Eustis Rwy.	49.75	6	2,126 81		2,126 81	42 75		
16009	Hart's Road and Jacksonville.....	Fernandina and Jacksonville R. R.	23.27	13	1,551 87		1,551 87	66 69		
16010	Sanford and Lake Jessup.....	Sanford and Indian River R. R.	10.43	6	445 88		445 88	42 75		
16011	Waldo and Wildwood.....	Florida Transit R. R.	72.50	6	5,082 97		5,082 97	70 11		
16012	Palatka and Gainesville.....	Florida Southern Rwy.....	49.49	7.1	2,115 69		2,115 69	42 75		
16013	Tallahassee and Saint Mark's.....	Florida Central and Western R. R.	21.89	3	654 94		654 94	29 92		
16014	Gruelle and Leesburgh.....	Florida Southern Rwy.....	72.88	6	1,308 57		1,308 57	42 75		43.27 m., no pay fixed.
16015	Pensacola and River Junction (n. o.)	Pensacola and Atlantic R. R.	163	6	11,484 96		11,484 96	70 46		
16016	Jacksonville and Saint Augustine..	Jacksonville, Saint Augustine and Halifax River Rwy.	36.80	14	2,234 12		2,234 12	60 71		
16017	Micanopy Junction (n. o.) and Micanopy.	Florida Southern Rwy.....	4.11	6						No pay fixed.

16018	Jacksonville and Palatka.....	Jacksonville, Tampa and Key West Rwy.	56.21	6	.....	.....	.....	.....	.....	No pay fixed.
	ALABAMA.		1, 117.37		56, 769 81	.....	56, 769 81	.....	.....	
17001	Montgomery and West Point.....	Western R. R. Co. of Alabama.	86.21	14	14, 299 66	4, 310 50	18, 610 16	165 87	50 00	
17002	Montgomery and Selma.....	Louisville and Nashville R. R.	50.59	7	3, 287 33	.....	3, 287 33	64 98	.....	
17003	Montgomery and Eufaula.....	Montgomery and Eufaula R. R.	80.73	7	6, 419 64	.....	6, 419 64	79 52	.....	
17004	Montgomery and Decatur.....	South and North Alabama R. R.	183.31	14	11, 786 83	.....	11, 786 83	64 30	.....	
17005	Memphis and Chattanooga, Tenn...	Memphis and Charleston R. R.	309.86	7.86	28, 196 87	.....	28, 196 87	100 04	.....	38 miles lap at \$1,000 per annum.
17006	Selma and Alabama and Great South- ern Junction (n. o.).	Cincinnati, Selma and Mobile R. R.	71.75	6	3, 374 40	.....	3, 374 40	47 03	.....	
17007	Opelika and Columbus.....	Columbus and Western Rwy.	29.62	7	2, 228 60	.....	2, 228 60	75 24	.....	
17008	Columbus and Troy.....	Mobile and Girard R. R.....	85.69	6	4, 102 83	.....	4, 102 83	47 88	.....	
17009	Selma and Meridian.....	East Tennessee, Virginia and Georgia R. R.	114.15	7	6, 441 48	.....	6, 441 48	56 43	.....	
17010	Selma, Ala., and Cleveland, Tenn....	do.....	264.55	7	19, 040 26	.....	19, 040 26	61 56	.....	\$61.56 per mile for 156 miles land-grant; \$76.95 per mile for 80.38 miles; \$115.43 per mile for 28.17 miles.
17011	Gainesville and Narkeeta.....	Tram Road Transportation Co.	22.06	6	943 06	.....	943 06	42 75	.....	
17012	Mobile and Montgomery.....	Louisville and Nashville R. R.	179.67	14	25, 124 24	8, 983 50	34, 107 74	159 89	50 00	\$127.91 per m. for 112.67 m. land grant.
17013	Mobile, Ala., and New Orleans, La...	do.....	141.70	14	21, 444 87	7, 085 00	28, 529 87	151 34	50 00	
17014	Opelika and Buffalo.....	East Alabama and Cincinnati R. R.	22.59	6	965 72	.....	965 72	42 75	.....	
17015	Chattanooga, Tenn., and Meridian, Miss.	Alabama and Great Southern R. R.	295.54	7	18, 168 10	.....	18, 168 10	75 24	.....	\$60.20 per m. for 270.50 m. land grant.
17016	Opelika and Goodwater.....	Columbus and Western Rwy.	60.34	6	2, 940 97	.....	2, 940 97	48 74	.....	
17017	Selma and Pine Apple Station (n. o.)..	Louisville and Nashville R. R.	49.06	4	1, 677 85	.....	1, 677 85	34 20	.....	
17018	Boyd's Switch and Menlo.....	Belmont Coal and R. R. Co....	7.11	12	182 37	.....	182 37	25 65	.....	
17019	Chehaw (n. o.) and Tuskegee.....	Tuskegee R. R.....	6	13	256 50	.....	256 50	42 75	.....	
17020	Atalla and Gadsden.....	East Alabama and Cincinnati R. R.	6.13	14	262 05	.....	262 05	42 75	.....	
17021	Eufaula and Clayton.....	Eufaula and Clayton R. R.....	21.51	6	919 55	.....	919 55	42 75	.....	
17022	Selma and Martin's Station.....	New Orleans and Selma R. R...	20.55	3	615 06	.....	615 06	29 93	.....	
17023	Birmingham and Pratt Mines.....	Pratt Coal and Coke Co.....	6.09	6	260 34	.....	260 34	42 75	.....	
17024	Elmore and Wetumpka.....	South and North Alabama R. R.	6.81	14	291 12	.....	291 12	42 75	.....	
17025	Tusculum and Florence.....	Memphis and Charleston R. R.	6.31	7	269 75	.....	269 75	42 75	.....	
17026	Flomaton and Repton.....	Louisville and Nashville R. R.	29.76	3	534 48	.....	534 48	17 96	.....	
17027	Montgomery and Ada.....	Montgomery Southern Rwy...	21.01	6	898 17	.....	898 17	42 75	.....	
17028	East and West Junction (n. o.) and Broken Arrow.	East and West R. R. of Alabama.	41.75	6	.....	.....	.....	.....	.....	No pay fixed.
			2, 220.45		174, 932 10	20, 379 00	195, 311 10			

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
18001	MISSISSIPPI. New Orleans, La., and Cairo, Ill.	Chicago, Saint Louis and New Orleans R. R.	550.47	14	92,840 76	13,761 75	106,602 51	163 31	25 00	\$171.86 per mile for 344.27 miles.
18002	Memphis, Tenn., and Grenada, Miss.	Mississippi and Tennessee R. R.	102.34	6	6,825 05	.....	6,825 05	66 69	.....	
18003	Vicksburgh and Meridian.....	Vicksburgh and Meridian R. R.	140.54	7	9,245 99	.....	9,245 99	76 10	.....	
18004	Mobile, Ala., and Cairo, Ill.....	Mobile and Ohio R. R.	495.89	7	29,424 95	.....	29,424 95	62 25	.....	\$60.88 per mile for 95.21 miles land grant. (L. g.) 23.20 miles, no pay fixed.
18005	Columbus, Miss., and Fayette C. H., Ala.	Georgia Pacific Rwy.....	44.83	6	.....	.....	.....	.....	.....	No pay fixed.
18006	Grand Gulf and Port Gibson	Grand Gulf and Port Gibson R. R.	7.81	6	333 87	.....	333 87	42 75	.....	
18007	Muldon and Aberdeen.....	Mobile and Ohio R. R.	9.50	14	406 12	.....	406 12	42 75	.....	
18008	Middleton and Ripley	Ship Island, Ripley and Kentucky R. R.	25.09	7	1,072 59	.....	1,072 59	42 75	.....	
18009	Durant and Kosciusko.....	Chicago, Saint Louis and New Orleans R. R.	21.70	6	927 67	.....	927 67	42 75	.....	
18010	Natchez and Jackson.....	Natchez, Jackson and Columbus R. R.	98.83	7	6,675 96	.....	6,675 96	67 55	.....	
18011	Greenville and Arcola	Georgia Pacific Rwy.....	22.38	6	956 74	.....	956 74	42 75	.....	
18012	Vacant.									
18013	Stoneville and Johnsonville	Georgia Pacific Rwy.....	20.43	3	611 46	.....	611 46	29 93	.....	
18014	Artesia and Columbus	Mobile and Ohio R. R.	14.11	14	711 84	.....	711 84	50 45	.....	
18015	Artesia and Starkville.....	do	11.60	7	495 90	.....	495 90	42 75	.....	
18016	Meridian, Miss., and New Orleans, La.	New Orleans and Northeastern R. R.	196.24	6	2,780 02	.....	2,780 02	42 75	.....	131.21 m., no pay fixed.
18017	Durant and Lexington	Illinois Central R. R.....	13.16	6	562 59	.....	562 59	42 75	.....	
			1,774.92		153,871 51	13,761 75	167,633 26			
19001	TENNESSEE. Nashville and Lebanon	Nashville, Chattanooga and Saint Louis Rwy.	31.12	9	1,516 78	.....	1,516 78	48 74	.....	
19002	Bristol and Chattanooga	East Tennessee, Virginia and Georgia R. R.	242.10	13	39,537 35	12,105 00	51,642 35	163 31	50 00	

Year	Location	Length (m.)	Cost (\$)	Notes	Year	Location	Length (m.)	Cost (\$)	Notes
19003	Rogersville and Bull's Gap	16.40	151	Rogersville and Jefferson R. R.	19003	Rogersville and Jefferson R. R.	701 10	26,933 87	12 50
19004	Nashville and Chattanooga	16.18		Nashville, Chattanooga and Saint Louis Rwy.	19004	Nashville, Chattanooga and Saint Louis Rwy.	701 10	26,933 87	12 50
19005	Fayetteville and Decherd	40.37		do	19005	do	701 10	26,933 87	12 50
19006	Nashville, Tenn., and Decatur, Ala.	122.23		Louisville and Nashville R. R.	19006	Louisville and Nashville R. R.	701 10	26,933 87	12 50
19007	Nashville, Tenn., and Hickman, Ky.	170.56		Nashville, Chattanooga and Saint Louis Rwy.	19007	Nashville, Chattanooga and Saint Louis Rwy.	701 10	26,933 87	12 50
19008	Knoxville and Jellico	66.27		East Tennessee, Virginia and Georgia R. R.	19008	East Tennessee, Virginia and Georgia R. R.	701 10	26,933 87	12 50
19009	Morristown, Tenn., and Warm Springs, N. C.	50.32		do	19009	do	701 10	26,933 87	12 50
19010	Tracy City and Cowan	22.31		Tennessee Coal and R. R. Co.	19010	Tennessee Coal and R. R. Co.	701 10	26,933 87	12 50
19011	Vacant	24.83		Nashville, Chattanooga and Saint Louis Rwy.	19011	Nashville, Chattanooga and Saint Louis Rwy.	701 10	26,933 87	12 50
19012	Inman and Bridgeport	56.82		do	19012	do	701 10	26,933 87	12 50
19013	Tullahoma and Doyle's Station	18.45		Knoxville and Augusta R. R.	19013	Knoxville and Augusta R. R.	701 10	26,933 87	12 50
19014	Knoxville and Maryville	48.55		Nashville, Chattanooga and Saint Louis Rwy.	19014	Nashville, Chattanooga and Saint Louis Rwy.	701 10	26,933 87	12 50
19015	Columbia and Fayetteville	34.50		Nashville and Tuscaloosa R. R.	19015	Nashville and Tuscaloosa R. R.	701 10	26,933 87	12 50
19016	Dickson and Centreville	38.30		Nashville and Florence R. R.	19016	Nashville and Florence R. R.	701 10	26,933 87	12 50
19017	Columbia and Lawrenceburgh	33.75		East Tennessee and Western North Carolina R. R.	19017	East Tennessee and Western North Carolina R. R.	701 10	26,933 87	12 50
19018	Johnson City, Tenn., and Cranberry, N. C.	13.67		Memphis and Charleston R. R.	19018	Memphis and Charleston R. R.	701 10	26,933 87	12 50
19019	Moscow and Somerville	8.37		Nashville, Chattanooga and Saint Louis Rwy.	19019	Nashville, Chattanooga and Saint Louis Rwy.	701 10	26,933 87	12 50
19020	Wartrace and Shelbyville	12		Tennessee and Sequatchie Valley R. R.	19020	Tennessee and Sequatchie Valley R. R.	701 10	26,933 87	12 50
19021	Spring City and Jewett (n. o.)	18.10		Walden's Ridge R. R.	19021	Walden's Ridge R. R.	701 10	26,933 87	12 50
19022	Hunnicut and Jenks	1.50		Warner Iron Co.	19022	Warner Iron Co.	701 10	26,933 87	12 50
19023	Lyles and Warner	1,221.52			19023		701 10	26,933 87	12 50
KENTUCKY.									
20001	Vacant	99.98		Kentucky Central R. R.	20001	Kentucky Central R. R.	701 10	26,933 87	12 50
20002	Covington and Lexington	67.25		Louisville and Nashville R. R.	20002	Louisville and Nashville R. R.	701 10	26,933 87	12 50
20003	La Grange and Lexington	110		do	20003	do	701 10	26,933 87	12 50
20004	Cincinnati, Ohio, and Louisville, Ky.	185.23		do	20004	do	701 10	26,933 87	12 50
20005	Louisville, Ky., and Nashville, Tenn.	17.98		do	20005	do	701 10	26,933 87	12 50
20006	Bardstown Junction and Bardstown	172.73		do	20006	do	701 10	26,933 87	12 50
20007	Lebanon Junction, Ky., and Jellico, Tenn.	263.20		do	20007	do	701 10	26,933 87	12 50
20008	Bowling Green, Ky., and Memphis, Tenn.			do	20008	do	701 10	26,933 87	12 50

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
20009	Louisville, Ky., and Memphis, Tenn.	Chesapeake, Ohio and Southwestern, R. R.	392.36	14	29,137 95		29,137 95	95 76		{ \$95.76 per mile for 46.70 miles. \$81.23 per mile for 180.07 miles. \$65.84 per mile for 128.19 miles. \$42.75 per mile for 37.40 miles.
20010	Elizabethtown and Cecilian	do	6.37	7	517 43		517 43	81 23		50.77 miles, no pay fixed.
20011	Glasgow Junction and Glasgow	Louisville and Nashville R. R.	10.83	7	518 54	.....	518 54	47 88	.....	
20012	Anchorage and Shelbyville	do	19.19	12	836 87	.....	836 87	43 61	.....	
20013	Willard and Greenup	Eastern Kentucky R. R.	34.76	6	1,485 99	.....	1,485 99	42 75	.....	
20014	Owensborough and Adairville	Owensborough and Nashville R. R.	90.27	6	1,992 77		1,992 77	50 45		No pay fixed.
20015	Maysville and Paris	Kentucky Central R. R.	50.73	9	3,253 31	.....	3,253 31	64 13	.....	
20016	Lexington, Ky., and Huntington, W. Va.	Chesapeake and Ohio Rwy.	140.94	14.51	11,689 56	.....	11,689 56	82 94	.....	
20017	Cincinnati Junction (n. o.) and Louisville and Nashville Junction (n. o.).	Louisville and Nashville R. R.	4	14	954 20	240 00	1,194 20	238 55	60 00	No pay fixed.
20018	Richmond and Livingston	Kentucky Central R. R.	36.62	6	.....	.....	.....	.....	.....	
20019	Johnson's Junction and Hillsborough.	Cincinnati and Southeastern Rwy.	17.08	8.1	730 17	.....	730 17	42 75	.....	
20020	Cincinnati, Ohio, and Chattanooga, Tenn.	Cincinnati, New Orleans and Texas Pacific Rwy.	337.50	8.02	45,306 00	.....	45,306 00	134 24	.....	
20021	Harrodsburgh and Harrodsburgh Junction (n. o.).	Southwestern R. R.	5.62	18	240 25		240 25	42 75		3.70 miles, pay not fixed. 0.75 miles, no pay fixed.
20022	Mount Sterling and Cornwell	Coal Road Construction Co.	19.68	6	841 32	.....	841 32	42 75	.....	
20023	Louisville and Prospect (n. o.)	Louisville and Nashville R. R.	11	6	470 25	.....	470 25	42 75	.....	
20024	Lebanon and Greensburg	do	32	6	1,368 00	.....	1,368 00	42 75	.....	
20025	Henderson, Ky., and Nashville, Tenn.	do	145.92	10.10	10,106 41		10,106 41	69 26		3.70 miles, pay not fixed. 0.75 miles, no pay fixed.
20026	Shelbyville and Bloomfield	do	25.97	12	1,110 21	.....	1,110 21	42 75	.....	
20027	Ashland and Richardson	Chattaroi Rwy.	50.36	6	2,034 83	.....	2,034 83	43 61	.....	
20028	King's Mountain Station and Yoesmite.	Cincinnati, Green River and Nashville R. R.	11.42	6	456 14		456 14	42 75		

Year	Line	From	To	Distance	Rate	Cost	Revenue	Profit	Notes
20029	Vacant.								
20030	Richmond Junction (n. o.) and Richmond.	Kentucky Central R. R.		34.48	6	1,474 02	42 75		
20031	Madisonville and Providence	Louisville and Nashville R. R.		16.51	6				No pay fixed.
20032	Paris and Richmond.	Kentucky Central R. R.		40.84	6				
				2,450.82		266,087 08	25,771 80	1,474 02	
	OHIO.								
21001	Bellaire and Columbus	Central Ohio R. R.		139.03	21	24,055 28	4,241 20	28,296 48	40 00
21002	Pittsburgh, Pa., and Chicago, Ill.	Pennsylvania Company		468.20	33.85	166,932 02	13,592 00	180,524 02	35 00
21003	Pittsburgh, Pa., and Bellaire, Ohio	do		94.68	18	10,685 58	1,205 00	11,890 58	25 00
21004	Hudson and Columbus	Cleveland, Mount Vernon and Delaware R. R.		146.63	12	11,533 91		11,533 91	78 66
21005	Cleveland, Ohio, and Sharpville, Pa.	New York, Pennsylvania and Ohio R. R.		84.50	21	9,031 36		9,031 36	106 88
21006	Cleveland and Wellsville	Pennsylvania Company		101.90	24	15,333 91	1,273 75	16,607 66	12 50
21007	Elyria and Millbury	Lake Shore and Michigan Southern Rwy.		74.86	16.50	36,739 04	10,877 90	47,616 94	145 31
21008	Bayard and New Philadelphia	Pennsylvania Company		22.39	6	1,855 62		1,855 62	57 29
21009	Cleveland and Sherrodsville	Connotton Valley R. R.		108.14	12	4,807 90		4,807 90	44 46
21010	Sandusky and Newark	Baltimore and Ohio R. R.		116.88	14.55	20,256 52	3,555 20	23,811 72	40 00
									\$82.94 per m. for 28 m. R. P. O. cars on 88.88 m. only.
21011	Xenia and Dayton	Pittsburgh, Cincinnati and Saint Louis Rwy.		16.89	18	1,198 68		1,198 68	70 97
21012	Springfield and Sandusky	Indiana, Bloomington and Western Rwy.		131.35	18	9,771 12		9,771 12	74 39
21013	Columbus and Delaware	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.		25.70	13	2,922 60		2,922 60	113 72
21014	Columbus and Cincinnati	Pittsburgh, Cincinnati and Saint Louis Rwy.		120.16	29.45	35,855 74	12,016 00	47,871 74	100 00
21015	Columbus, Ohio, and Indianapolis, Ind.	do		189.07	18.9	88,586 85	33,087 25	121,674 10	175 00
21016	Galion, Ohio, and Indianapolis, Ind.	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.		203.96	23	35,574 70	5,099 00	40,673 70	25 00
21017	Blanchester and Hillsborough	Cincinnati, Washington and Baltimore R. R.		21	12	1,185 03		1,185 03	56 43
21018	Portsmouth and Hamden Junction	do		56	12	4,070 08		4,070 08	72 68
21019	Toledo, Ohio, and Quincy, Ill.	Wabash, Saint Louis and Pacific Rwy.		474.54	15.65	90,883 90	23,877 60	114,761 50	40 00
21020	Sandusky, Ohio, and Bloomington, Ill.	Lake Erie and Western Rwy.		381.89	6	23,509 15		23,509 15	61 56
21021	Carey and Findlay	Indiana, Bloomington and Western Rwy.		16	12	684 00		684 00	42 75
21022	Dayton, Ohio, and Union City, Ind.	Dayton and Union R. R.		47.48	12	2,232 98		2,232 98	47 03

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
	OHIO—Continued.									
21023	Dayton and Toledo	Cincinnati, Hamilton and Dayton R. R.	142.95	20.04	18,700 71	1,786 87	20,487 58	130 82	12 50	
21024	Hamilton, Ohio, and Indianapolis, Ind.	do	100.68	12	6,714 34	.....	6,714 34	66 69	.....	
21025	Hamilton, Ohio, and Richmond, Ind.	Cincinnati, Richmond and Chicago R. R.	46.04	19	3,818 55	.....	3,818 55	82 94	.....	
21026	Cincinnati and Dayton	Cincinnati, Hamilton and Dayton R. R.	60.41	28.45	7,945 72	755 12	8,700 84	131 53	12 50	
21027	Xenia and Springfield	Pittsburgh, Cincinnati and Saint Louis Rwy.	20.05	12	857 13	.....	857 13	42 75	.....	
21028	Cincinnati, Ohio, and Parkersburgh, W. Va.	Cincinnati, Washington and Baltimore R. R.	195.15	18.87	48,387 44	15,612 00	63,999 44	247 95	80 00	
21029	Morrow and Dresden	Pittsburgh, Cincinnati and Saint Louis Rwy.	148.73	18	10,555 36	.....	10,555 36	70 97	.....	
21030	Dayton, Ohio, and Richmond, Ind.	do	42.16	12	2,271 15	.....	2,271 15	53 87	.....	
21031	Harrison, Ohio, and Hagerstown, Ind.	White Water R. R.	63.16	6	3,888 12	.....	3,888 12	61 56	.....	
21032	Columbus, Ohio, and Pittsburgh, Pa.	Pittsburgh, Cincinnati and Saint Louis Rwy.	193.86	21.49	123,649 73	53,311 50	176,961 23	637 83	275 00	
21033	Columbus, Ohio, and Indianapolis, Ind.	Indiana, Bloomington and Western Rwy.	185.66	18	12,572 71	.....	12,572 71	78 66	.....	\$64.13 per mile for 139.80 miles.
21034	Salamanca, N. Y., and Dayton, Ohio.	New York Pennsylvania and Ohio R. R.	389.31	20.42	36,283 69	.....	36,283 69	93 20	.....	
21035	Youngstown, Ohio, and Mohoningtown, Pa.	Pennsylvania Company	18.82	12	997 64	.....	997 64	53 01	.....	
21036	Columbus and Athens	Columbus, Hocking Valley and Toledo Rwy.	77.47	12	5,563 89	.....	5,563 89	71 82	.....	
21037	Niles and New Lisbon	New York, Pennsylvania and Ohio R. R.	34.08	9	1,573 47	.....	1,573 47	46 17	.....	
21038	Newark and Shawnee	Baltimore and Ohio R. R.	43.69	12	2,054 74	.....	2,054 74	47 03	.....	
21039	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	
21040	Marietta and Canal Dover	Cleveland and Marietta R. R.	98.22	6	4,870 72	.....	4,870 72	49 50	.....	
21041	Lorain and Bridgeport	Cleveland, Lorain and Wheeling R. R.	158.43	12	10,294 78	.....	10,294 78	64 98	.....	
21042	Cleveland and Cincinnati	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	244.34	25	54,734 60	14,217 00	68,951 60	224 01	50 00	R. P. O. cars on 80 miles at \$75 per mile.
21043	Mansfield and Toledo	Pennsylvania Company	87.98	12	5,416 04	.....	5,416 04	61 56	.....	

21044	Harbor and Youngstown	do	63.95	12	2,733 86	2,733 86	42 75	.....
21045	Toledo, Ohio, and Elkhart, Ind.	Lake Shore and Michigan Southern Rwy.	134.35	13	62,259 13	87,785 63	463 41	190 00
21046	Painesville and Youngstown	Painesville and Youngstown Rwy.	61.69	6	2,637 24	2,637 24	42 75	.....
21047	Chicago, Ohio, and Chicago, Ill.	Baltimore and Ohio R. R.	271.03	12.50	48,663 43	59,504 63	179 55	40 00
21048	Lore City and Cumberland	Cincinnati, Wheeling and New York R. R.	18.77	12	615 59	615 59	42 75	.....
21049	Marietta, Ohio, and Parkersburgh, W. Va.	Cincinnati, Washington and Baltimore R. R.	15.08	20	1,057 25	1,057 25	70 11	.....
21050	Deshler and McComb	McComb, Deshler and Toledo R. R.	10.28	11.10	439 47	439 47	42 75	.....
21051	Columbus and Coal Grove	Scioto Valley R. R.	132.00	19	14,671 80	14,671 80	111 15	.....
21052	Cincinnati and Portsmouth	Cincinnati and Eastern Rwy.	107.19	10.65	4,495 57	4,495 57	66 69	39.78 m. no pay fixed.
21053	Columbus and Toledo	Columbus, Hocking Valley and Toledo Rwy.	125.38	12	8,147 19	8,147 19	64 98	.....
21054	Dayton and Ironton	Toledo, Cincinnati and Saint Louis R. R.	167.91	10.08	5,618 23	5,618 23	47 88	50.57 m. no pay fixed.
21055	Toledo and Thurston	Ohio Central R. R.	146.85	6	6,780 06	6,780 06	46 17	.....
21056	Saint Clairsville and Shields	Saint Clairsville Rwy.	7.39	18	315 92	315 92	42 75	.....
21057	Jeffersonville and Claysville Junction (n. o.).	Cincinnati, Columbus and Hocking Valley Rwy.	28.00	6	1,196 99	1,196 99	42 75	.....
21058	Wellston and Springfield	Ohio Southern R. R.	118.89	6	5,285 84	5,285 84	44 46	.....
21059	Cincinnati, Hamilton and Dayton Junction (n. o.) and Mount Healthy.	Cincinnati Northwestern Rwy.	7.08	12	302 67	302 67	42 75	.....
21060	Columbia and Hamersville	Cincinnati and Portsmouth R. R.	35.00	9	2,034 90	2,034 90	58 14	.....
21061	Toledo and Dodd's	Toledo, Cincinnati and Saint Louis R. R.	192.55	7.38	9,548 55	9,548 55	49 59	Restated under Nos. 21039 and 21064.
21062	Andover and Youngstown	Lake Shore and Michigan Southern Rwy.	38.89	12	2,826 52	2,826 52	72 68	.....
21063	Bellaire and Zanesville	Bellaire, Zanesville and Cincinnati Rwy.	112.57	6	1,838 25	1,838 25	42 75	69.57 miles no pay fixed.
21064	See note on Route 21061.	Toledo, Cincinnati and Saint Louis R. R.	108.32	6	4,630 67	4,630 67	42 75	.....
21065	Delphos, Ohio, and Kokomo, Ind.	Columbus and Maysville Rwy.	19.59	6	837 47	837 47	42 75	.....
21066	Hillsborough and Sardinia	Cleveland, Youngstown and Pittsburgh Rwy.	25.17	12	1,076 01	1,076 01	42 75	.....
21067	Alliance and Phalanx Station (n. o.).	Ohio Central R. R.	122.62	8.61	3,601 67	3,601 67	54 72	56.80 miles no pay fixed.
21068	Columbus and Columbus, Hocking Valley and Toledo Junction (n. o.).	Columbus and Eastern R. R.	32.49	6	272 31	272 31	42 75	No pay fixed.
21069	Thurston and Buckeye Cottage	Bowling Green R. R.	6.37	9	518 81	518 81	70 11	.....
21070	Tontogany and Bowling Green	Cincinnati, Indianapolis, Saint Louis and Chicago Rwy.	7.40	12	100 46	100 46	42 75	.....
21071	Valley Junction and Harrison	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	2.35	12	4,336 08	4,336 08	58 14	1.54 miles no pay fixed.
21072	Edison and Mount Gilead	Columbus, Hocking Valley and Toledo Rwy.	76.12	10.86	6,089 12	6,089 12	72 68	.....
21073	Cleveland and Zoar Station	Cincinnati, Van Wert and Michigan R. R.	83.78	6	1,345 76	1,345 76	42 75	43.55 no pay fixed.
21074	Logan and Pomeroy		75.03	6				
21075	Paulding and Greenville							

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
21076	Vacant.									
21077	Nelsonville and New Straitsville . . .	Toledo, Cincinnati and Saint Louis R. R.	19.93	6	852 00	.....	852 00	42 75	.....	
21078	Cincinnati and Dodd's	do	36.20	16.5	2,073 88	.....	2,073 88	57 29	.....	
21079	Solon and Chagrin Falls	Chagrin Falls and Southern R. R.	5.86	6	255 55	.....	255 55	43 61	.....	
21080	Toledo and Zoar Station	Wheeling and Lake Erie R. R.	155.08	6	8,088 97	.....	8,088 97	52 16	.....	
21081	Delphos and Carey	Cleveland, Delphos and Saint Louis R. R.	57.15	6	1,243 59	.....	1,243 59	42 75	.....	28.06 miles no pay fixed.
21082	Saint Mary's and Minster	Lake Erie and Western Rwy.	10.87	6	464 69	.....	464 69	42 75	.....	
21083	Means and Cadiz	Pittsburgh, Cincinnati and Saint Louis Rwy.	8.20	15	399 66	.....	399 66	48 74	.....	
21084	Logan and New Straitsville	Columbus, Hocking Valley and Toledo Rwy.	13.32	12	569 43	.....	569 43	42 75	.....	
21085	New Richmond Junction (n. o.) and New Richmond.	Cincinnati and Eastern Rwy. .	14.66	6	626 71	.....	626 71	42 75	.....	
21086	Alliance Junction (n. o.) and Niles . .	Alliance, Niles and Ashtabula R. R.	25.09	6	1,072 59	.....	1,072 59	42 75	.....	
21087	Huron and Norwalk	Wheeling and Lake Erie R. R.	13.67	12	584 39	.....	584 39	42 75	.....	
21088	Cecil and Paulding	Paulding and Cecil Rwy.	6.44	6	275 31	.....	275 31	42 75	.....	
21089	Cleveland, Ohio, and Chicago, Ill . . .	New York, Chicago and Saint Louis Rwy.	338.56	6	.....	.....	.....	.....	.....	No pay fixed.
21090	Marion, Ohio, and Chicago Junction (n. o.)	Chicago and Atlantic R. R. . . .	249.95	6	.....	.....	.....	.....	.....	Do.
21091	Toledo and Findlay	Toledo and Indianapolis Rwy	44.72	6	.....	.....	.....	.....	.....	Do.
21092	Canton and Coshocton	Conotton Valley Rwy.	54.73	6	.....	.....	.....	.....	.....	Do.
21093	New Galilee, Pa., and East Carmel, Ohio.	New York, Pittsburgh and Chicago Rwy.	15.35	6	.....	.....	.....	.....	.....	Do.
			8,826.31		1,179,640 09	230,875 09	1,410,515 18			
22001	Indianapolis and Vincennes	Pennsylvania Company.	118	8.67	7,465 86	.....	7,465 86	63 27	.....	
22002	Indianapolis and Terre Haute	Terre Haute and Indianapolis R. R.	74.39	23	35,045 87	13,018 25	48,064 12	444 60	175 00	

INDIANA.

	Indianapolis, Ind., and Cincinnati, Ohio.	Cincinnati, Indianapolis, Saint Louis and Chicago R. R. Wabash, Saint Louis and Pa- cific Rwy.	111.50	26	26,788 99	10,035 00	36,823 99	240 26	90 00
22003	Indianapolis, Ind., and Cincinnati, Ohio.	Cincinnati, Indianapolis, Saint Louis and Chicago R. R.	111.50	26	26,788 99	10,035 00	36,823 99	240 26	90 00
22004	Indianapolis and Michigan City.....	Wabash, Saint Louis and Pa- cific Rwy.	161.17	25	12,677 63	.....	12,677 63	78 66	.....
22005	Indianapolis and La Fayette.....	Cincinnati, Indianapolis, Saint Louis and Chicago Rwy.	64.90	25	17,368 53	4,218 50	21,587 03	267 62	65 00
22006	Columbus and Madison.....	Pennsylvania Company.....	45.90	12	2,747 11	.....	2,747 11	59 85	.....
22007	New Albany and Indianapolis.....	do	114.77	21.14	17,859 35	.....	17,859 35	155 61	.....
22008	Louisville Junction (n. o.) and Michigan City.	Louisville, New Albany and Chicago Rwy.	293.63	10.75	22,847 35	.....	22,847 35	77 81	.....
22009	Richmond, Ind., and Chicago, Ill....	Pittsburgh, Cincinnati and Saint Louis Rwy.	224.12	10.35	15,329 80	.....	15,329 80	68 40	.....
22010	Cincinnati, Ohio, and East Saint Louis, Ill.	Ohio and Mississippi Rwy.....	338.60	18.54	60,216 62	23,702 00	83,918 62	177 84	70 00
22011	Cambridge City and Columbus.....	Pennsylvania Company.....	63.58	6	2,718 04	.....	2,718 04	42 75	.....
22012	Evansville and Terre Haute	Evansville and Terre Haute R. R.	110.45	13	13,126 98	.....	13,126 98	118 85	.....
22013	Terre Haute and Marmont.....	Terre Haute and Indianapolis R. R.	152.19	6	5,934 92	.....	5,934 92	47 03	.....
22014	State Line (n. o.) and Logansport ...	Pittsburgh, Cincinnati and Saint Louis Rwy.	61.19	8.25	4,290 03	.....	4,290 03	70 11	.....
22015	North Vernon and Rushville.....	Cincinnati, Indianapolis, Saint Louis and Chicago Rwy.	45.50	6	1,945 11	.....	1,945 11	42 75	.....
22016	Fairland and Martinsville.....	Fairland, Franklin and Mar- tinsville R. R.	38.35	6	1,639 46	.....	1,639 46	42 75	.....
22017	Bradford, Ohio, and Logansport, Ind.	Pittsburgh, Cincinnati and Saint Louis Rwy.	114.60	10.89	5,878 98	.....	5,878 98	51 30	.....
22018	Indianapolis, Ind., and Peoria, Ill....	Indiana, Bloomington and Western Rwy.	213.02	14.2	24,224 63	.....	24,224 63	113 72	.....
22019	Louisville, Ky., and North Vernon, Ind.	Ohio and Mississippi Rwy.....	53.73	22	3,675 13	.....	3,675 13	68 40	.....
22020	Fort Wayne and Connersville	Fort Wayne, Cincinnati and Louisville R. R.	109.89	6	6,107 68	.....	6,107 68	55 58	.....
22021	Richmond and Fort Wayne.....	Grand Rapids and Indiana R. R.	92.71	11.48	5,707 22	.....	5,707 22	61 56	.....
22022	Anderson, Ind., and Benton Harbor, Mich.	Cincinnati, Wabash and Michigan Rwy.	166.81	6	9,841 79	.....	9,841 79	59 00	.....
22023	Oakland City, Ind., and Mt. Vernon, Ill.	Louisville, Evansville and Saint Louis Rwy.	88.56	6	3,862 10	.....	3,862 10	43 61	.....
22024	Terre Haute, Ind., and Danville, Ill.	Chicago and Eastern Illinois R. R.	56.42	13	3,811 17	.....	3,811 17	67 55	.....
22025	Indianapolis and Terre Haute	Indianapolis and Saint Louis Rwy.	72.45	18	6,813 92	1,811 25	8,625 17	94 05	25 00
22026	Washington and Evansville	Indianapolis and Evansville Rwy.	58.30	6	696 82	.....	696 82	42 75	.....
22027	Detroit, Mich., and Logansport, Ind.	Wabash, Saint Louis and Pa- cific Rwy.	204.06	12.9	13,086 36	.....	13,086 36	64 13	.....
22028	Fair Oaks and Attica	Chicago and Great Southern Rwy.	56.34	6	.....	.....	.....	.....	.....
22029	La Fayette, Ind., and Kankakee, Ill.	Cincinnati, La Fayette and Chicago R. R.	72.75	13	18,411 57	4,728 75	23,140 32	253 08	65 00

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
22030	INDIANA—Continued. Terre Haute and Worthington.....	Terre Haute and Southeastern R. R.	40.63	6	1,771 87	1,771 87	1,771 87	43 61		
22031	Attica and Yeddo	Chicago and Great Southern Rwy.	21.32	6	911 42		911 42	42 75		
22032	Evansville and Jasper.....	Louisville, Evansville and Saint Louis Rwy.	55.63	12	2,758 69		2,758 69	49 59		
22033	Frankfort and Kokomo.....	Toledo, Cincinnati and Saint Louis R. R.	27.85	6	1,190 58		1,190 58	42 75		
22034	Rockport and Rockport Junction (n. o.)	Louisville, Evansville and Saint Louis Rwy.	16.20	6	692 55		692 55	42 75		
22035	New Salisbury and Corydon	Louisville, New Albany and Corydon Rwy.	8.39	6						No pay fixed.
22036	Switz City and Bedford	Bedford, Springfield, Owensburgh and Bloomfield Rwy.	41.29	6	1,765 14		1,765 14	42 75		
22037	Anderson and Noblesville	Anderson, Lebanon and Saint Louis R. R.	19.04	6	813 96		813 96	42 75		
22038	Indianapolis, Ind., and Chicago, Ill..	Louisville, New Albany and Chicago Rwy.	184.08	10.9	7,569 02		7,569 02	76 10		\$33.35 per mile for 20.70 miles lap service; 72.99 miles no pay fixed.
22039	McGary and Mt. Vernon.....	Evansville and Terre Haute R. R.	39.40	8.11	1,684 34		1,684 34	42 75		
22040	Covington and Snoddys Mills.....	Chicago and Eastern Illinois R. R.	9.37	6	400 56		400 56	42 75		
22041	Stewartsville and New Harmony ...	Peoria, Decatur and Evansville Rwy.	6.78	6	289 84		289 84	42 75		
22042	New Castle and Rushville	Fort Wayne, Cincinnati and Louisville R. R.	24.84	6	1,061 91		1,061 91	42 75		
22043	Terre Haute, Ind., and East Saint Louis, Ill.	Indianapolis and Saint Louis Rwy.	189.99	6	15,594 37	4,749 75	20,344 12	82 08	25 00	
22044	Terre Haute, Ind., and East Saint Louis, Ill.	Terre Haute and Indianapolis R. R.	166.69	17.6	74,110 37	29,170 75	103,281 12	444 60	175 00	
22045	Lawrenceburgh Junction (n. o.) and Lawrenceburgh.	Cincinnati, Indianapolis, Saint Louis and Chicago Rwy.	2.46	26	128 31		128 31	52 16		
22046	Frankfort, Ind., and East Saint Louis, Ill.	Toledo, Cincinnati and Saint Louis R. R.	238.26	6	4,565 69		4,565 69	42 75		131.46 miles no pay fixed.
22047	Attica and Covington.....	Wabash, Saint Louis and Pacific Rwy.	14.91	6						No pay fixed.

22048	Louisville, Ky., and Oakland City, Ind.	Louisville, Evansville and Saint Louis Rwy.	99.55	6.75	5,787 83	.....	5,787 83	5 14	.....
			4,584.56		471,215 47	91,434 25	562,649 72		
ILLINOIS.									
23001	Chicago and Milwaukee	Chicago and Northwestern Rwy.	85.37	32	18,321 25	3,756 28	22,077 53	214 61	44 00
23002	Chicago and Freeport	do	121.39	24.07	20,759 69	2,670 58	23,430 27	171 00	22 00
23003	Chicago and Union Pacific Transfer (n. o.)	do	216.32	16.69	136,243 84	27,751 80	163,995 64	312 93	65 00
23004	Elgin and Geneva	do	273.82		1,924 50	.....	1,924 50	250 35	50 00
23005	Rock Island and East Saint Louis ..	Chicago, Burlington and Quincy R. R.	44.13	6	31,699 08	.....	31,699 08	43 61	.....
		Danville, Olney and Ohio River R. R.	245.52	12.29	.....	.....	.....	129 11	.....
23006	Sidell and Olney .....	.....	86.49	6	3,697 45	.....	3,697 45	42 75	.....
23007	Chicago and Burlington	Chicago, Burlington and Quincy R. R.	37	25.30	80,326 91	23,982 60	104,309 51	389 03	145 00
		do	126.48	12.04	4,154 82	.....	4,154 82	64 98	120 00
23008	Rushville and Yates City	do	43		5,052 05	.....	5,052 05	94 91	80 00
23009	Peoria and Galesburgh	do	53.23	24.33	22,732 10	5,054 50	27,786 60	224 87	.....
23010	Galesburgh and Quincy	do	101.09	14	3,687 39	.....	3,687 39	50 45	50 00
23011	Burlington and Quincy	do	73.09	6	5,759 13	.....	5,759 13	94 91	.....
23012	Streator and Aurora	do	60.68	12	2,765 92	.....	2,765 92	42 75	.....
23013	Mendota and Fulton	do	64.70	6	1,977 18	.....	1,977 18	42 75	.....
23014	Rock Falls and Shabbona	do	46.25	6	68,971 81	11,889 80	80,861 61	377 06	65 00
23015	Chicago and Davenport	Chicago, Rock Island and Pacific Rwy.	182.92	21.28	.....	.....	.....	.....	.....
23016	Bureau and Peoria	do	47.03	12	4,825 27	.....	4,825 27	102 60	.....
23017	Chicago and East Saint Louis	Chicago and Alton R. R.	281.17	17.74	66,111 50	15,464 35	81,575 85	235 13	55 00
23018	Bloomington and Rood House	do	111.27	16.40	13,319 02	.....	13,319 02	119 70	.....
23019	Washington and Dwight	do	70.12	6	3,117 53	.....	3,117 53	44 46	.....
23020	Chicago and Cairo	Illinois Central R. R.	55.87	18.49	58,506 73	19,072 30	77,579 03	160 06	115 00
		do	196.23		38,010 26	3,582 07	41,592 33	110 13	50 00
23021	Dubuque and Centralia	do	113.43	12.55	.....	.....	.....	.....	25 00
		do	69.56	6	1,952 39	.....	1,952 39	42 75	47 00
23022	Joliet and Lake Station	Michigan Central R. R.	263.07		22,695 94	4,537 60	27,233 54	200 07	25 00
23023	Decatur and East Saint Louis	Wabash, Saint Louis and Pacific Rwy.	12.51	19	13,946 68	.....	13,946 68	55 58	40 00
23024	Peoria and Evansville	Peoria, Decatur and Evansville Rwy.	250.93	6	5,644 12	.....	5,644 12	112 86	.....
23025	Hannibal, Mo., and Bluffs, Ill.	Wabash, Saint Louis and Pacific Rwy.	50.01	19	3,824 84	.....	3,824 84	42 75	.....
23026	Effingham and Switz City	Springfield, Effingham and Southeastern and Bloomfield Rwy.	89.47	6	.....	.....	.....	.....	.....
23027	State Line (n. o.) and Warsaw	Wabash, Saint Louis and Pacific Rwy.	228.87	10.94	27,004 37	.....	27,004 37	117-99	.....
23028	Junction and Mound City	Mound City R. R.	2.94	12	125 68	.....	125 68	42 75	.....

273.82 miles land grant.

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
23029	ILLINOIS—Continued.									
	Sidney and Havana	Wabash, Saint Louis and Pacific Rwy.	112.47	6	6,251 08	.....	6,251 08	55 58	.....	
23030	East Saint Louis and Eldorado	Saint Louis, Alton and Terre Haute R. R.	121.65	14.01	15,498 21	.....	15,498 21	127 40	.....	
23031	Belleville and O'Fallon Depot	Louisville and Nashville R. R.	7.34	6	313 78	.....	313 78	42 75	.....	
23032	East Saint Louis and Evansville	do	162.25	13	14,011 91	.....	14,011 91	86 56	.....	
23033	Beardstown and Shawneetown	Ohio and Mississippi Rwy	229.08	12	12,926 98	.....	12,926 98	56 43	.....	
23034	Springfield and Gilman	Illinois Central R. R.	112.72	9.59	6,360 78	.....	6,360 78	56 43	.....	
23035	Chicago and Milwaukee	Chicago, Milwaukee and Saint Paul Rwy.	86.18	22	35,810 37	10,772 50	46,582 87	415 53	125 00	
23036	Aurora and Foreston	Chicago and Iowa R. R.	81.57	12	13,390 53	2,039 25	15,429 78	164 16	25 00	
23037	Vincennes and Saint Francisville ..	Wabash, Saint Louis and Pacific Rwy.	10.17	6	478 29	.....	478 29	47 03	.....	
23038	Peoria and Jacksonville	do	84.52	12	6,070 22	.....	6,070 22	71 82	.....	
23039	Carbondale and Grand Tower	Grand Tower and Carbondale R. R.	25.39	9	1,085 42	.....	1,085 42	42 75	.....	
23040	Peoria and Rock Island	Rock Island and Peoria Rwy. ..	91.60	12	7,284 03	.....	7,284 03	79 52	.....	
23041	Quincy and Hannibal	Chicago, Burlington and Quincy R. R.	19.79	18	1,573 70	.....	1,573 70	79 52	.....	
23042	Chicago and Danville	Chicago and Eastern Illinois R. R.	124.06	16	14,213 55	.....	14,213 55	114 57	.....	
23043	Streator and Fairbury	Wabash, Saint Louis and Pacific Rwy.	31.98	6	1,504 01	.....	1,504 01	47 03	.....	
23044	Danville and Sidell	Chicago and Eastern Illinois R. R.	23.76	6	1,015 74	.....	1,015 74	42 75	.....	
23045	Carbondale and Marion	Saint Louis Coal R. R.	18.75	9	801 56	.....	801 56	42 75	.....	
23046	Jacksonville and Centralia	Jacksonville Southeastern Rwy.	112.05	6.85	5,652 92	.....	5,652 92	50 45	.....	
23047	Chester and Tamaroa	Saint Louis Coal R. R.	41.76	10.53	2,927 79	.....	2,927 79	70 11	.....	
23048	Terre Haute and Peoria	Illinois Midland Rwy.	177.96	6	7,912 10	.....	7,912 10	44 46	.....	
23049	Springfield and Havana	Wabash, Saint Louis and Pacific Rwy.	48.10	7.39	2,385 27	.....	2,385 27	49 59	.....	
23050	Danville and Cairo	do	259.85	6	16,219 83	.....	16,219 83	62 42	.....	
23051	Joliet and Pekin	Chicago, Saint Louis and Western R. R.	115.79	6	5,940 02	.....	5,940 02	51 30	.....	

No.	Location	Length	Year	Cost	Revenue	Notes
23052	Courtland and Sycamore.....	5.24	21	250 89	.....	.....
23053	East Saint Louis and Cairo	153.60	8.14	10,900 99	.....	.....
23054	Chicago and Lanark Junction (n. o.) ..	116.50	19	22,511 29	.....	.....
23055	Decatur and Indianapolis.....	153.89	10.57	10,262 92	.....	.....
23056	Geneva and Aurora.....	10.62	12	166 29	.....	.....
23057	Rochelle and Rockford.....	27.76	6	1,186 74	.....	.....
23058	West Lebanon and Leroy	76.67	6	3,277 64	.....	.....
23059	Rock Island and Cable.....	27.28	6	1,166 22	.....	.....
23060	Greenfield and Kampsville.....	22.90	6	.....	.....	.....
23061	Vacant.					
23062	Kankakee and Bloomington	87.13	6	3,724 80	.....	.....
23063	Shumway and Effingham	8.75	6	441 43	.....	.....
23064	Kempton and Kankakee Junction (n. o.)	43.04	6	1,839 96	.....	.....
23065	Vacant.					
23066	Chicago and Altamont.....	215.99	6	16,806 18	.....	.....
23067	Havana and Galesburgh	60.81	6.87	2,911 58	.....	.....
23068	Peoria and Keithsburg	92.05	6	2,391 12	.....	.....
23069	Kankakee and Seneca	43.51	6	1,860 05	.....	.....
23070	Galva and Gladstone.....	75.17	16.56	4,627 46	.....	.....
23071	Aurora and Turner.....	12.56	12.13	536 94	.....	.....
23072	Elmwood and Buda.....	45.37	9	2,249 89	.....	.....
23073	Vacant.					
23074	Varna and Lacon	10.60	12	453 15	.....	.....
23075	Maysville and Pittsfield	6.86	19	346 08	.....	.....
23076	La Harpe and Burlington.....	20.53	12.	877 65	.....	.....
23077	White Heath and Decatur	30.63	6	1,361 80	.....	.....
23078	McLeansborough and Shawneetown ..	41.22	6	1,762 15	.....	.....
23079	Fall Creek and Louisiana.....	31.46	6	1,452 50	.....	.....
23080	Wellington and Cissna Park	12.89	6	551 04	.....	.....
23081	Clayton and Keokuk	43.08	12	3,020 33	.....	.....
23082	Streator, Ill., and North Judson, Ind ..	110.50	6	6,708 45	.....	.....
23083	Bates and Grafton.....	71.93	6	3,505 86		

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

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			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
	ILLINOIS—Continued.									
23084	Sterling and Barstow.....	Chicago, Burlington and Quincy R. R.	40.53	6	1,801 96		1,801 96	44 46		
23085	Murphysborough and Pinckneyville.....	St. Louis Coal R. R.	23.21	6	992 22	.....	992 22	42 75	.....	
23086	Buckingham and Clarke City.....	Illinois Central R. R.	9.59	6	327 97	.....	327 97	34 20	.....	
	MICHIGAN.									
24001	Toledo and Detroit.....	Lake Shore and Michigan Southern Rwy.	7,757.67	24.17	957,059 09	130,573 63	1,087,632 72	161 60	.....	
24002	Monroe and Adrian.....	do	34.90	14.15	2,775 25	.....	2,775 25	79 52	.....	
24003	Adrian and Jackson.....	do	47.41	12	4,094 33	.....	4,094 33	86 36	.....	
24004	White Pigeon and Grand Rapids.....	do	96.32	12	10,953 51	.....	10,953 51	113 72	.....	
24005	Jonesville and Lansing.....	do	61.04	10.36	3,966 37	.....	3,966 37	64 98	.....	
24006	Detroit and Chicago.....	Michigan Central R. R.	285.10	33.34	76,785 98	18,531 50	95,317 48	269 33	65 00	
24007	Kalamazoo and South Haven.....	do	40.18	12	1,752 24	.....	1,752 24	43 61	.....	
24008	Jackson and Niles.....	do	104.30	10.85	7,402 17	.....	7,402 17	70 97	.....	
24009	Jackson and Mackinaw City.....	do	295.69	12.89	29,580 82	1,134 70	30,715 52	100 04	10 00	
24010	Jackson and Grand Rapids.....	do	94.72	25	12,309 81	.....	12,309 81	129 96	.....	
24011	Slocum Junction (n. o.) and Grosse Isle.	do	2.36	6	100 89	.....	100 89	42 75	.....	
24012	Niles and South Bend.....	do	12.43	15	531 38	.....	531 38	42 75	.....	
24013	Detroit and Bay City.....	do	107.78	16	14,744 30	.....	14,744 30	136 80	.....	
24014	Saginaw and Caro.....	do	34.04	14.35	1,659 10	.....	1,659 10	48 74	.....	
24015	Monroe and Ludington.....	Flint and Pere Marquette R. R.	83.35	16.91	28,615 55	.....	28,615 55	129 96	.....	171.06 miles land grant.
24016	Ionia and Big Rapids.....	Detroit, Lansing and Northern R. R.	171.06	10.44	4,424 48	.....	4,424 48	64 98	.....	
24017	Detroit and Howard City.....	do	160.72	16.23	20,337 50	.....	20,337 50	126 54	.....	333.58 miles land grant.
24018	Fort Wayne and Mackinaw City.....	Grand Rapids and Indiana Rwy.	333.58	14.94	30,248 82	3,310 72	33,559 54	80 03	13 75	
24019	Toledo and Allegan.....	Michigan and Ohio R. R.	35.51	6	.....	.....	.....	100 04	.....	Pay not fixed.
24020	Toledo and South Lyon.....	Toledo, Ann Arbor and Grand Trunk Rwy.	157.64	10.47	3,247 39	.....	3,247 39	53 01	.....	
24021	La Crosse and Pent Water.....	Chicago and West Michigan Rwy.	61.26	13.10	20,114 35	.....	20,114 35	96 62	.....	
24022	Muskegon and Big Rapids.....	do	208.18	9	2,975 98	.....	2,975 98	53 01	.....	

24023	Allegan and Holland.....	do.....	24.64	6	1,243 08	.....	1,243 08	50 45	.....
24024	Ypsilanti and Bankers.....	Lake Shore and Michigan Southern Rwy.	65.52	6	3,249 14	.....	3,249 14	49 59	.....
24025	Saginaw Junction (n. o.) and East Saginaw.....	Port Huron and Northwestern Rwy.	78.85	12	3,843 15	.....	3,843 15	48 74	.....
24026	Grand Rapids and Baldwin.....	Chicago and West Michigan Rwy.	73.98	10.59	2,740 13	.....	2,740 13	58 14	Pay not fixed on 26.85 miles.
24027	Detroit and Grand Haven.....	Detroit, Grand Haven and Milwaukee Rwy.	189.06	22.30	25,540 11	.....	25,540 11	135 09	.....
24028	Detroit and Fort Gratiot.....	Chicago, Detroit and Canada Grand Trunk Junction R. R.	58.65	20.52	9,277 25	.....	9,277 25	158 18	.....
24029	Jackson and Fort Wayne.....	Lake Shore and Michigan Southern Rwy.	96.74	12.76	6,286 17	.....	6,286 17	64 98	.....
24030	East Saginaw and Ithaca.....	Saginaw Valley and Saint Louis R. R.	45.94	12	2,267 64	.....	2,267 64	64 13	Pay not fixed on 10.58 miles.
24031	Fort Howard and Ishpeming.....	Chicago and Northwestern Rwy.	179.45	*8.69	18,535 39	.....	18,535 39	103 29	.....
24032	Powers and Crystal Falls.....	do.....	57.95	13	2,774 65	.....	2,774 65	47 88	.....
24033	Lenox and Jackson.....	Michigan Air Line Rwy.....	35.75 { 70.83 }	6	5,404 12	.....	5,404 12	42 75 { 54 72 }	.....
24034	Walton and Traverse City.....	Traverse City R. R.....	26.27	12	1,662 10	.....	1,662 10	63 27	.....
24035	Toledo and Detroit.....	Michigan Central R. R.....	60.12	22.38	9,355 27	.....	9,355 27	155 61	.....
24036	Trenton and Fayette.....	Lake Shore and Michigan Southern Rwy.	68.40	7.57	2,924 10	.....	2,924 10	42 75	.....
24037	Saint Clair and Richmond.....	Michigan Midland and Canada R. R.	18	12	1,092 78	.....	1,092 78	60 71	.....
24038	Iron River Junction (n. o.) and Iron River.....	Chicago and Northwestern Rwy.	19.81	6	846 88	.....	846 88	42 75	.....
24039	Fort Gratiot and Chicago.....	Chicago and Grand Trunk Rwy.	338.46	9.59	25,178 03	.....	25,178 03	74 39	.....
24040	Marquette and Houghton.....	Marquette, Houghton and Ontonagon R. R.	95.93	7.35	3,688 35	.....	3,688 35	57 46	Pay not fixed on 31.74 miles.
24041	Alma and Lakeview.....	Detroit, Lansing and Northern R. R.	34	9.92	1,831 58	.....	1,831 58	53 87	.....
24042	Port Huron and Sand Beach.....	Port Huron and Northwestern Rwy.	71.45	14.21	5,009 36	.....	5,009 36	70 11	.....
24043	Coleman and Mount Pleasant.....	Flint and Pere Marquette R. R.	15.04	12	642 96	.....	642 96	42 75	.....
24044	Harrison Junction (n. o.) and Meredith.....	do.....	29.65	12	635 69	.....	635 69	42 75	Pay not fixed on 14.78 miles.
24045	Manistee Junction (n. o.) and Manistee.....	do.....	27.13	12	2,041 26	.....	2,041 26	75 24	.....
24046	Mears and Hart.....	Chicago and West Michigan Rwy.	4.15	6	177 41	.....	177 41	42 75	.....
24047	Flint and Fostoria.....	Flint and Pere Marquette R. R.	24.46	6	1,045 66	.....	1,045 66	42 75	.....
24048	East Saginaw and Bay City.....	do.....	13.21	28	1,174 63	.....	1,174 63	88 92	.....
24049	Detroit and Bay City Crossing and Saginaw.....	do.....	3.76	25	176 83	.....	176 83	47 03	.....
24050	Buchanan and Berrien Springs.....	Saint Joseph Valley R. R.....	11.07	12	492 17	.....	492 17	44 46	.....
24051	Point St. Ignace (n. o.) and Marquette.....	Detroit, Mackinac and Marquette R. R.	151.37	6	6,471 07	.....	6,471 07	42 75	.....
24052	Holland and Grand Rapids.....	Chicago and West Michigan Rwy.	25.46	13	2,808 23		2,808 23	110 30	

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

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			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
	MICHIGAN—Continued.									
24053	Humboldt and Republic	Marquette, Houghton and Ontonagon R. R.	8.70	6	371 92		371 92	42 75		
24054	East Saginaw and Sebewaing	Saginaw, Tuscola and Huron R. R.	38.23	6	1,634 33	.....	1,634 33	42 75	.....	
24055	Vacant.									
24056	Petosky and Harbor Springs	Bayview, Little Traverse and Mackinaw R. R.	8.35	12	356 96	.....	356 96	42 75	.....	
24057	An Sable and Alger Junction (n. o.) ..	Detroit, Bay City and Alpena R. R.	26.91 20.44	6	2,548 49	.....	2,548 49	42 75 68 40	.....	
24058	Narenta Station (n. o.) and Metropolitan.	Chicago and Northwestern Rwy.	35.01	6	1,496 68	.....	1,496 68	42 75	.....	
24059	Milton Junction (n. o.) and Luther..	Grand Rapids and Indiana R. R.	11.50	11.55	491.62	.....	491 62	42 75	.....	
24060	Port Huron and Almont	Port Huron and Northwestern Rwy.	34.52	12	1,505 42	.....	1,505 42	43 61	.....	
24061	Palm Station and Port Austin	do	35.16	6	1,503 09	.....	1,503 09	42 75	.....	
24062	Milwaukee Junction (n. o.) and Detroit Junction.	Chicago, Detroit and Canada Grand Trunk Junction Railroad.	4.53	15	282 76	.....	282 76	62 42	.....	
24063	Lawton and Hartford	Paw Paw and Toledo and South Haven R. R.	20.21	6	863 97	.....	863 97	42 75	.....	
24064	Pontiac and Caseville	Pontiac, Oxford and Port Austin R. R.	100.73	6	4,565 08	.....	4,565 08	45 32	.....	
			4,976.77		451,253 45	22,976 92	474,230 37			
	WISCONSIN.									
25001	Milwaukee and North McGregor...	Chicago, Milwaukee and Saint Paul Rwy.	196.64	14.26	26,733 20	.....	26,733 20	135 95	.....	
25002	Milwaukee and La Crosse	do	104.87	15.79	69,729 86	22,122 00	91,851 86	3 2 26	125 00	
25003	Milwaukee and Berlin	do	93.08	12	10,085 28	.....	10,085 28	103 46	100 00	
25004	Milton Junction and Shullsburgh...	do	97.48	11.39	6,566 04	.....	6,566 04	87 21	.....	

25005	Watertown and Madison	do	39	12	1,767 48		1,767 48	45 32		66 m. L. G. Fond du Lac to Green Bay.
25006	Horicon and Portage	do	48.54	6	3,237 13	.....	3,237 13	66 69	.....	
25007	Rush Lake and Winneconne	do	14.42	6	616 45	.....	616 45	42 75	.....	
25008	Oshkosh and Ripon	do	20.99	12	1,346 08	.....	1,346 08	64 13	.....	
25009	Chicago and Fort Howard	Chicago and Northwestern Rwy.	{ 176.70 } { 66 }	{ 17.58 } { 17.18 }	41,991 87 38,080 25	12,216 7,580 80	54,207 87 45,661 05	{ 182 97 } { 146 38 } { 200 93 }	{ 180 00 } { 140 00 } { 40 00 }	
25010	Caledonia and Winona Junction (n.o.)	do	189.52	17.18	9,285 30	592 00	9,877 30	128 25	40 00	For 14.80 miles, R. P. O.
25011	Kenosha and Rockford	do	{ 14.80 } { 57.60 }	9.97	9,805 91	.....	9,805 91	153 05	.....	
25012	Milwaukee and Fond du Lac	do	64.07	13	409 14	.....	409 14	50 45	.....	
25013	Onalaska and La Crosse	do	8.11	26	5,481 81	1,192 80	6,674 61	183 83	40 00	
25014	Winona and Winona Junction (n. o.)	do	29.82	13	4,399 57	.....	4,399 57	59 85	.....	
25015	Stevens Point and Portage	Wisconsin Central R. R.	73.51	6	15,123 13		15,123 13	107 73		Pay not fixed on 26.11 miles; extens., Stiles to Crivitz.
25016	Milwaukee and Crivitz	Milwaukee and Northern and Wisconsin and Michigan R. Rs.	166.49	10.87	.....	.....	.....	.....	.....	
25017	Milwaukee and Ashland	Wisconsin Central R. R.	{ 57.09 } { 191.32 }	6	18,036 73	.....	18,036 73	{ 85 50 } { 68 40 }	.....	
25018	Milwaukee and Two Rivers	Milwaukee, Lake Shore and Western Rwy.	84.96	17.48	8,644 68	.....	8,644 68	101 75	.....	
25019	Sheboygan and Princeton	Chicago and Northwestern Rwy.	79.13	8.63	5,006 55	.....	5,006 55	63 27	.....	
25020	Warren and Mineral Point	Chicago, Milwaukee and Saint Paul Rwy.	32.95	14.34	2,873 56		2,873 56	87 21		191.32 miles land grant
25021	Calamine and Platteville	do	18.75	21	817 68	.....	817 68	43 61	.....	
25022	New Lisbon and Necedah	do	12.76	6	545 49	.....	545 49	42 75	.....	
25023	Madison and Portage	do	40.77	6	2,335 71	.....	2,335 71	57 29	.....	
25024	Racine and Rock Island	do	197.91	14.11	25,720 38	.....	25,720 38	129 96	.....	
25025	Galena and Woodman	Chicago and Northwestern Rwy.	76.29	8.24	5,022 93		5,022 93	65 84		Pay not fixed on 58.62 miles.
25026	Ean Claire and Abbottsford	Wisconsin and Minnesota R.	65.41	7.01	3,691 08	.....	3,691 08	56 43	.....	
25027	Fort Howard and Winona	Green Bay, Winona and Saint Paul R. R.	215.50	6	13,083 00	.....	13,083 00	60 71	.....	
25028	Hudson and Bayfield	Chicago, Saint Paul, Minne- apolis and Omaha Rwy.	181.44	6	5,713 58	.....	5,713 58	46 52	.....	
25029	Lone Rock and Richland Centre	Chicago, Milwaukee and Saint Paul Rwy.	16.39	12	784 75	.....	784 75	47 88	.....	
25030	Elroy and Saint Paul	Chicago, Saint Paul, Minne- apolis and Omaha Rwy.	197.02	19.55	21,293 92		21,293 92	108 08		Pay not fixed.
25031	Tomah and Merrill	Chicago, Milwaukee and Saint Paul Rwy.	108.07	6	7,115 32	.....	7,115 32	65 84	.....	
25032	Ashland Junction (n. o.) and Ash- land.	Chicago, Saint Paul, Minne- apolis and Omaha Rwy.	4.64	6	.....	.....	.....	.....	.....	
25033	North Hudson and River Falls	do	11.29	12	482 64	.....	482 64	42 75	.....	
25034	Sparta and Viroqua	Chicago, Milwaukee and Saint Paul Rwy.	35.83	6	1,746 35	.....	1,746 35	48 74	.....	
25035	Fond du Lac and Iron Ridge Junc- tion (n. o.)	do	28.83	12	1,232 48		1,232 48	42 75		

† For 62.7 miles.

‡ For 180.0 miles.

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
25036	Wisconsin—Continued. Janesville and Beloit	Chicago, Milwaukee and Saint Paul Rwy.	15.76	12	673 74	.....	673 74	42 75	.....	
25037	Merrill and Neillsville	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	15.51	15	663 05	.....	663 05	42 75	.....	
25038	Milwaukee and Montfort	Chicago and Northwestern Rwy.	146.37	9.37	9,761 41	.....	9,761 41	66 69	.....	
25039	Mazo Manie and Prairie du Sac	Chicago, Milwaukee and Saint Paul Rwy.	10.45	12	446 73	.....	446 73	42 75	.....	
25040	Hilbert and Appleton	Milwaukee and Northern R. R.	21.83	12	1,362 62	.....	1,362 62	62 42	.....	
25041	Elkhorn and Eagle	Chicago, Milwaukee and Saint Paul Rwy.	17.56	6	750 69	.....	750 69	42 75	.....	
25042	Lancaster Junction (n. o.) and Lancaster.	Chicago and Northwestern Rwy.	12.31	12	915 74	.....	915 74	74 39	.....	
25043	Platteville Junction (n. o.) and Platteville.	do	4.36	12	186 39	.....	186 39	42 75	.....	
25044	Brodhead and Albany	Chicago, Milwaukee and Saint Paul Rwy.	7.60	15	324 90	.....	324 90	42 75	.....	
25045	Monico and Rhinelander	Milwaukee, Lake Shore and Western Rwy.	14.76	6	.....	.....	.....	.....	.....	Pay not fixed.
25046	Oshkosh and Hortonville	do	23.77	6	1,016 16	.....	1,016 16	42 75	.....	
25047	Wabasha and Eau Claire	Chicago, Milwaukee and Saint Paul Rwy.	49.58	6	2,119 54	.....	2,119 54	42 75	.....	
25048	Eau Claire and Chicago Junction (n. o.)	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	79.11	6	2,016 51	.....	2,016 51	42 75	.....	Pay not fixed on 31.94 miles.
25049	Manitowoc and Wausau	Milwaukee, Lake Shore and Western Rwy.	133.61	19.96	9,595 87	.....	9,595 87	71 82	.....	
25050	Eland and Watersmeet	do	105.68	6	3,228 56	.....	3,228 56	60 71	.....	Pay not fixed on 52.50 miles.
25051	Superior Junction (n. o.) and Superior.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	63.50	6	2,171 70	.....	2,171 70	34 20	.....	All land grant.
25052	Afton and Janesville	Chicago and Northwestern Rwy.	6.64	15	283 86	.....	283 86	42 75	.....	
25053	Red Cedar Junction (n. o.) and Menominee.	Chicago, Milwaukee and Saint Paul Rwy.	16.46	6	.....	.....	.....	.....	.....	Pay not fixed.
25054	Trempealeau and Galesville	Chicago and Northwestern Rwy.	8.23	6	.....	.....	.....	.....	.....	Do.

No.	Locality.	11.78	6	404,322 80	43,703 60	92,428 02	448,026 40	103 29	Do.
25055	Brandon and Markesan.....	11.78	6						Do.
25056	Dexter ville Junction (n. o.) and Vesper.	20.29	6						Do.
	MINNESOTA.								
26001	Saint Paul, Minn., and Missoula, Mont.	1,279.04	9.15	92,428 02		92,428 02			384.20 miles pay not fixed. Land grant. Covered by route 26001.
26002	Vacant								Do.
26003	Do								Land grant.
26004	East Saint Cloud (n. o.) and Saint Vincent.	316.69	13	43,323 19		43,323 19		136 80	Do.
26005	Breckenridge, Minn., and Fargo, Dak.	53.27	13	5,738 77		5,738 77		107 73	Do.
26006	Saint Paul and Breckenridge	216.88	7.87	23,884 99		23,884 99		110 13	Do.
26007	Saint Paul and Duluth	155.59	12	11,813 95		11,813 95		75 93	Do.
26008	Minneapolis and Stillwater	28.01	12	1,197 43		1,197 43		42 75	
26009	Saint Paul, Minn., and McGregor, Iowa.	{ 117.53 95.50 202.80	{ 10.75 6	25,370 30		25,370 30		{ 130 82 104 66	{ 95 50 miles land grant, Saint Paul to Austin. { 26.33 m., pay not fixed. { L. G. 202.80 m., Hastings to Ortonville. Land grant.
26010	Hastings, Minn., and Ipswich, Dak.	{ 110.11 26.33	{ 6	24,218 17		24,218 17		{ 71 14 88 92	
26011	Duluth and Brainard	114.67	9.15	3,921 71		3,921 71		34 20	
26012	Austin, Minn., and Mason City, Iowa.	41.29	12	2,894 84		2,894 84		70 11	
26013	Minneapolis, Minn., and La Crosse, Wis.	142.57	13	41,811 50	7,128 50	48,940 00		293 27	
26014	Saint Peter, Minn., and Redfield, Dak.	{ 184.73 70.66	{ 7.4	22,786 26		22,786 26		{ 83 45 104 31	{ 184.73 m. L. G., Saint Peter to Watertown. Land grant.
26015	Winona and Saint Peter	139.80	13	17,690 29		17,690 29		126 54	
26016	Sleepy Eye and Redwood Falls	26.63	12	1,138 43		1,138 43		42 75	
26017	Rochester and Zumbrota	26.12	12	1,116 63		1,116 63		42 75	
26018	Chatfield and Plainview	28.73	15.37	1,228 21		1,228 21		42 75	
26019	Mankato Junction (n. o.) and Mankato.	4.35	26	223 15		223 15		51 30	Formerly part of route 26015.
26020	Worthington, Minn., and Salem, Dak.	102.37	6	4,989 51		4,989 51		48 74	
26021	Minneapolis, Minn., and Angus, Iowa.	260.26	8.49	24,032 41		24,032 41		92 34	
26022	Wabasha and Zumbrota	59.24	6	2,583 46		2,583 46		43 61	
26023	La Crosse, Wis., and Flandrau, Dak.	{ 302.87 8.97	{ 6	27,714 64		27,714 64		{ 88 24 110 30	{ 302.87 miles land grant, La Crosse to Airline.
26024	Mankato and Wells	38.18	6	1,730 32		1,730 32		45 32	
26025	Saint Paul, Minn., and Sioux City, Iowa.	270.11	13	29,584 61		29,584 61		112 86	Land grant.
26026	Vacant								Covered by route 26025.
26027	Stillwater and Stillwater Junction (n. o.)	3.90	40	206 74		206 74		53 01	

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars, railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	MINNESOTA—Continued.									
26028	Heron Lake and Woodstock	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	Miles. 44.21	6	Dollars. 1,889 98	Dollars.	Dollars. 1,889 98	Dollars. 42 75	Dollars.	
26029	Lake Crystal and Elmore	do	44.20	12	1,965 13	.....	1,965 13	44 46	.....	
26030	Luverne and Doon	do	28.29	6	1,209 40	.....	1,209 40	42 75	.....	
26031	Tracy, Minn., and Pierre, Dak	Chicago and Northwestern Rwy.	255.71	7	29,953 87	.....	29,953 87	117 14	.....	
26032	Reno and Preston	Chicago, Milwaukee and Saint Paul Rwy.	57.72	6	2,517 17	.....	2,517 17	43 61	.....	
26033	Wyoming and Taylor's Falls	Saint Paul and Duluth R. R.	20.77	6	958 95	.....	958 95	46 17	.....	
26034	Morris and Brown's Valley	Saint Paul, Minneapolis and Manitoba Rwy.	47.29	6	2,021 65	.....	2,021 65	42 75	.....	
26035	Vacant .....	.....	.....	.....	.....	.....	.....	.....	.....	Covered by route 26005.
26036	Do .....	.....	.....	.....	.....	.....	.....	.....	.....	Covered by star service
26037	Minneapolis and Cologne	Chicago, Milwaukee and Saint Paul Rwy.	33.17	6	3,828 81	.....	3,828 81	115 43	.....	
26038	Minneapolis and Birch Cooley	Minneapolis and Saint Louis Rwy.	102.58	6	4,560 71	.....	4,560 71	44 46	.....	
26039	Crookston, Minn., and Creel City, Dak.	Saint Paul, Minneapolis and Manitoba Rwy.	114.34	6	4,405 77	.....	4,405 77	47 03	.....	20.66 miles pay not fixed.
26040	Minneapolis and Saint Cloud	do	64.81	6	2,198 63	.....	2,198 63	42 75	.....	13.38 miles pay not fixed.
26041	Vacant .....	.....	.....	.....	.....	.....	.....	.....	.....	66.91 miles pay not fixed.
26042	Wadena, Minn., and Milnor, Dak	Northern Pacific R. R.	118.86	6	2,398 53	.....	2,398 53	46 17	.....	
26043	Fergus Falls and Pelican Rapids	Saint Paul, Minneapolis and Manitoba Rwy.	22.76	6	972 99	.....	972 99	42 75	.....	
26044	Mendota and Minneapolis	Chicago, Milwaukee and Saint Paul Rwy.	10.06	12	516 08	.....	516 08	51 30	.....	
26045	Hastings and Stillwater	do	26.12	13	1,139 09	.....	1,139 09	43 61	.....	
26046	Little Falls and Morris	Northern Pacific R. R.	88.37	6	4,684 49	.....	4,684 49	53 01	.....	
26047	Sauk Centre and Eagle Bend	Saint Paul, Minneapolis and Manitoba Rwy.	37.34	6	1,137 58	.....	1,137 58	42 75	.....	10.73 miles pay not fixed.
26048	Waterville and Red Wing	Minneapolis and Saint Louis Rwy.	66.70	6	3,593 13	.....	3,593 13	53 87	.....	
26049	Saint Cloud and Hineckley	Saint Paul, Minneapolis and Manitoba Rwy.	68.04	6	.....	.....	.....	.....	.....	Pay not fixed.
26050	Crookston and Saint Hilaire	do	28.73	3	859 60	.....	859 60	29 92	.....	

	Rush City, Minn., and Grantsburgh, Wis.	Saint Paul and Duluth R. R....	17.34	6						Do.
26051	Moorhead and Halstead	Saint Paul, Minneapolis and Manitoba Rwy.	34.31	6						Do
			5,758.92		482,439.09	7,128.50	489,567.59			
	IOWA.									
27001	Burlington and Albert Lea	Burlington, Cedar Rapids and Northern Rwy.	253.82	14.32	26,475.96		26,475.96	104.31		
27002	Cedar Rapids and Postville	do	98.90	6	5,411.81		5,411.81	54.72		
27003	Cedar Rapids and Worthington	do	230.28		15,911.34		15,911.34	66.69		
27004	Muscantine and What Cheer	do	23.14					23.94		
27005	Burlington and U. P. Transfer (n. o.)	Chicago, Burlington and Quincy R. R.	76.58	6	4,583.31		4,583.31	59.85		
			275		60,252.18		78,944.51	203.83		
			16.48	16		18,692.33		254.79		
27006	Chariton and Grant City	do	94.68	11.17	6,799.92		6,799.92	71.82		
27007	Creston and Hopkins	do	44.20	13	3,371.23		3,371.23	76.10		
27008	Burlington and Sumner	Chicago, Burlington and Kan- sas City Rwy.	192.11	6	11,826.29		11,826.29	61.56		
27009	Vilisca and Burlington Junction ..	Chicago, Burlington and Quincy R. R.	37.68	6	1,932.98		1,932.98	51.30		
27010	Albia and Mason City	Central Iowa Rwy.	170.21	12.34	16,154.63		16,154.63	94.91		
27011	Keokuk and Burlington	Chicago, Burlington and Quincy R. R.	43.44	12	4,420.02		4,420.02	101.75		
27012	Clinton and La Crosse	Chicago, Milwaukee and Saint Paul Rwy.	181.24	11.54	24,329.66		24,329.66	134.24		
27013	Stanwood and Tipton	Chicago and Northwestern Rwy.	8.97	12	383.47		383.47	42.75		
27014	Davenport and U. P. Transfer (n. o.)	Chicago, Rock Island and Pa- cific Rwy.	53.95		82,425.35	16,706.75	99,132.10	259.24		
			264.00							
27015	Des Moines and Indianola	do	22.43	13.61	1,457.50		1,457.50	64.98		
27016	Washington and Knoxville	do	78.61	6	4,704.81		4,704.81	59.85		
27017	Davenport and Leavenworth and Branch—Cameron to Kansas City ..	do	336.06	13	43,143.37		43,143.37	127.40		
27018	Davenport and Maquoketa	do	54.98	6				5.99		
		Chicago, Milwaukee and Saint Paul Rwy.	43.91	8.46	1,877.15		1,877.15	42.75		
27019	Keokuk and Des Moines	Chicago, Rock Island and Pa- cific Rwy.	163.11	12	11,854.83		11,854.83	72.68		
27020	Farley and Cedar Rapids	Chicago, Milwaukee and Saint Paul Rwy.	57.87	8.47	3,661.43		3,661.43	63.27		
27021	Dubuque and Sioux City	Illinois Central R. R.	327.59	12.43	36,971.81		36,971.81	112.86		
27022	Waterloo and Mona	do	80.79	12	6,078.64		6,078.64	75.24		
27023	Beulah and Elkader	Chicago, Milwaukee and Saint Paul Rwy.	16.99	6	726.32		726.32	42.75		
27024	Clinton and Anamosa	Chicago and Northwestern Rwy.	71.99	6	3,693.09		3,693.09	51.30		
27025	Calmar and Running Water	Chicago, Milwaukee and Saint Paul Rwy.	210.66	6	38,871.47		38,871.47	100.55		
			140.74					125.69		

{ 210.66 miles land
grant, Calmar to
Sheldon Junction.

27048	Elmira (n. o.) and Riverside	Burlington, Cedar Rapids and Northern Rwy.	23.37	6	999 07	.....	999 07	42 75	.....
27049	Vacant.	Chicago and Northwestern Rwy.	14.17	12	629 99	.....	629 99	44 46	.....
27050	Wall Lake and Sac City	Dubuque and Dakota R. R.	65.89	6	4,168 86	.....	4,168 86	63 27	.....
27051	Sumner and Hampton	Chicago and Northwestern Rwy.	164.70	6.10	12,533 67	.....	12,533 67	76 10	.....
27052	Tama City and Elmore	Chicago, Milwaukee and Saint Paul Rwy.	36.29	6	1,551 40	.....	1,551 40	42 75	.....
27053	Bellevue and Cascade	Chicago, Rock Island and Pacific Rwy.	15.20	12	649 80	.....	649 80	42 75	.....
27054	Atlantic and Griswold	Chicago, Burlington and Quincy R. R.	18.88	6	807 12	.....	807 12	42 75	.....
27055	Red Oak and Griswold	Wisconsin, Iowa and Nebraska Rwy.	107.40	6	.....	.....	.....	.....	Pay not fixed.
27056	Des Moines and Cedar Falls	Chicago, Burlington and Quincy R. R.	16.25	6	694 69	.....	694 69	42 75	.....
27057	Vacant.	Chicago, Rock Island and Pacific Rwy.	15.05	12	643 39	.....	643 39	42 75	.....
27058	Hastings and Carson	Wabash, Saint Louis and Pacific Rwy.	94.70	6	4,048 42	.....	4,048 42	42 75	.....
27059	Menlo and Guthrie Centre	Chicago, Burlington and Quincy R. R.	46.76	6	2,998 71	.....	2,998 71	64 13	.....
27060	Centerville and Des Moines	Chicago, Rock Island and Pacific Rwy.	5.07	12	216 74	.....	216 74	42 75	.....
27061	Bethany Junction (n. o.) and Albany.	do	17.80	6	760 95	.....	760 95	42 75	.....
27062	Mount Zion and Keosauqua	Fort Madison and Northwestern Rwy.	41.62	6	1,779 25	.....	1,779 25	42 75	.....
27063	Avoca and Carson	Burlington, Cedar Rapids and Northern Rwy.	16.29	6	766 12	.....	766 12	47 03	.....
27064	Fort Madison and Birmingham	Chicago and Northwestern Rwy.	58.69	6	2,910 44	.....	2,910 44	49 59	.....
27065	Thornburgh and Montezuma	Humeston and Shenandoah R. R.	113.31	6	5,910 25	.....	5,910 25	52 16	.....
27066	Jewell and Lake City	Central Iowa Rwy.	26.98	6	1,153 39	.....	1,153 39	42 75	.....
27067	Humeston and Shenandoah	Chicago and Northwestern Rwy.	271.43	6	9,177 95	.....	9,177 95	63 27	Pay not fixed on 126.37 miles extension, Hawarden to Iroquois.
27068	Newburgh and State Centre	Chicago and Northwestern Rwy.	35.01	8.98	1,496 68	.....	1,496 68	42 75	.....
27069	Vacant.	Chicago and Northwestern Rwy.	6.89	20	354 38	.....	354 38	107 39	Pay not fixed on 3.59 miles.
27070	Eagle Grove and Iroquois	Chicago, Burlington and Quincy R. R.	50.74	7	3,730 91	.....	3,730 91	73 53	.....
27071	Carroll and Kirkman	do	27.72	12	1,659 04	.....	1,659 04	59 85	.....
27072	Vacant.	Chicago, Rock Island and Pacific Rwy.	32.23	6	2,838 50	.....	2,838 50	88 07	.....
27073	Pacific Junction and Plattsmouth ..	Sioux City and Pacific R. R.							
27074	Red Oak and Eastport								
27075	Vacant.								
27076	Summerset and Winterse t								
27077	California and Fremont								

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
	IOWA—Continued.									
27078	Hampton and Belmond	Central Iowa Rwy	22.82	6	975 55	.....	975 55	42 75	.....	
27079	Marshalltown and Story City	do	39.33	6	1,681 36	.....	1,681 36	42 75	.....	
27080	Manning and Audubon	Chicago and Northwestern Rwy.	17.99	6	769 07	.....	769 07	42 75	.....	
27081	Des Moines and Boone	Saint Louis, Des Moines and Northern Rwy.	43.30	6	1,851 07	.....	1,851 07	42 75	.....	
27082	Winfield and Martinsburgh	Burlington and Western Rwy	47.70	6	2,039 17	.....	2,039 17	42 75	.....	
27083	Clarinda and Northborough	Chicago, Burlington and Quincy R. R.	18.23	6	1,013 22	.....	1,013 22	55 58	.....	
27084	Des Moines and Leon	Des Moines, Osceola and Southern R. R.	92.12	6	3,690 18	.....	3,690 18	42 75	.....	Pay not fixed on 5.80 miles extension, from Decatur to Leon.
27085	Vacant.									
27086	Oskaloosa and Keithsburg	Central Iowa Rwy	99.19	6	3,505 07	.....	3,505 09	42 75	.....	Pay not fixed on 17.20 miles extension, from Morning Sun to Keithsburg.
27087	Tara and Ruthven	Des Moines and Fort Dodge R. R.	54.98	6	2,350 39	.....	2,350 39	42 75	.....	Pay not fixed.
27088	Eldora Junction (n. o.) and Iowa Falls.	Chicago, Iowa and Dakota Rwy.	21.49	6	.....	.....	.....	.....	.....	Pay not fixed on 25.98 miles extensions, Holstein to Kingsley.
27089	Sac City and Kingsley	Chicago and Northwestern Rwy.	58.40	6	1,385 95	.....	1,385 95	42 75	.....	
27090	Wilton Junction and Muscatine	Chicago, Rock Island and Pacific Rwy.	12.73	12	685 77	.....	685 77	53 87	.....	
27091	New Sharon and Newton	Central Iowa Rwy	33.66	6	.....	.....	.....	.....	.....	Pay not fixed.
			6,910 33		606,830 55	35,399 08	642,229 63			
	MISSOURI.									
28001	Saint Louis and Atchison	Missouri Pacific Rwy	37	16.03	139,256 81	30,732 50	169,989 31	344 06	100 00	For 283.45 miles.
28002	Saint Louis and Bismarck	Saint Louis, Iron Mountain and Southern Rwy.	294.20	30.36	21,497 71	4,893 20	26,390 91	430 07	50 00	For 47.75 miles.
28003	Saint Louis and Vinita	Saint Louis and San Francisco Rwy.	75.28					285 57	65 00	
			73.61	10.97	46,151 20	7,180 00	53,331 20	127 91	25	For 287.20 m., R. P. O.
			287.20							

	Saint Louis and Kansas City	Wabash, Saint Louis and Pacific Rwy.	277 20	23.51	53,327 73	13,860 00	67,187 73	192 38	50 00	
28004	Saint Louis and Kansas City	Wabash, Saint Louis and Pacific Rwy.	{ 171.51 36.28 200.70	{ 14 16.88	32,689 52	8,575 50	41,265 02	157 32	50 00	For 171.51 m. R. P. O.
28005	Quincy and Saint Joseph	Hannibal and Saint Joseph R.R.			34,492 30		34,492 30	171 86		
28006	Kansas City and Union Pacific Transfer (n.o.).	Kansas City, Saint Joseph and Council Bluffs R.R.			13,359 77		13,359 77	101 75		
28007	Moberly and Ottumwa.....	Wabash, Saint Louis and Pacific Rwy.	131.30	13						
28008	Versailles and Boonville.....	Missouri Pacific Rwy.	44.69	9.48	2,063 34		2,063 34	46 17		
28009	Centralia and Columbia	Wabash, Saint Louis and Pacific Rwy.	22.22	13	1,348 97		1,348 97	60 71		
28010	Kansas City and Cameron	Hannibal and Saint Joseph R.R.	54.98	27	10,435 75	2,749 00	13,184 75	189 81	50 00	
28011	Sedalia and Denison City	Missouri Pacific Rwy.	{ 407.76 23.70 73.47	{ 14 7	89,389 20	10,786 50	100,175 70	{ 209 48 167 58	{ 25 00	
28012	Saint Joseph and Henry	Wabash, Saint Louis and Pacific Rwy.			5,465 43		5,465 43	74 39		
28013	Brunswick and Council Bluffs	do	224 42	13	30,126 14		30,126 14	134 24		
28014	Hannibal and Sedalia.....	Missouri Pacific Rwy.	142.63	16.93	20,853 93	3,565 75	24,419 68	146 21	25 00	
28015	Keokuk and Humeston	Wabash, Saint Louis and Pacific Rwy.	132.10	7	7,342 12		7,342 12	55 58		
28016	Pleasant Hill and Olathe	Southern Kansas Rwy.	34.95	6	1,494 11		1,494 11	42 75		
28017	Springfield and Memphis	Kansas City, Springfield and Memphis R.R.	286.63	7	20,832 26		20,832 26	72 68		
28018	Mount Pleasant and Saint Peter's	Saint Louis, Keokuk and Northwestern Rwy.	187.07	11.10	21,432 61		21,432 61	114 57		
28019	Quincy and Trenton	Wabash, Saint Louis and Pacific Rwy.	137.59	6	9,294 20		9,294 20	67 55		
28020	Pierce City and Halstead	Saint Louis and San Francisco Rwy.	{ 219.28 24.39 50.43	{ 7 6	25,937 87	6,091 75	32,029 62	{ 112 01 56 43	{ 25 00	
28021	Mexico and Cedar City	Chicago and Alton R.R.			2,414 59		2,414 59	47 88		
28022	East Saint Louis and Kansas City	do	{ 252.93 69.24 40.93	{ 21 12	37,051 21		37,051 21	{ 113 72 119 70	{ }	
28023	Cuba and Salem	Saint Louis, Salem and Little Rock R.R.			2,309 68		2,309 68	56 43		
28024	Holden and Paola	Missouri Pacific Rwy.	54.19	6	4,725 91		4,725 91	87 21		
28025	Salisbury and Glasgow	Wabash, Saint Louis and Pacific Rwy.	15.61	6	667 33		667 33	42 75		
28026	Bismarck and Texarkana	Saint Louis, Iron Mountain and Southern Rwy.	{ 90.28 323.92 74.50	{ 14 6	89,926 34	26,923 00	116,849 34	{ 257 36 205 89	{ 65 00	323.92 miles land grant.
28027	Cairo and Poplar Bluff	Saint Louis, Iron Mountain and Southern Rwy.			4,076 64		4,076 64	54 72		Land grant.
28028	Saint Joseph and Hopkins	Kansas City, Saint Joseph and Council Bluffs R.R.	59.13	13	4,246 72		4,246 72	71 82		
28029	Hannibal and Gilmore	Saint Louis, Hannibal and Keokuk R.R.	85.69	6	3,663 25		3,663 25	42 75		
28030	Saint Joseph and Atchison	Hannibal and Saint Joseph R.R.	21.79	14	1,881 78		1,881 78	86 36		
28031	Saint Louis and Florissant	West End Narrow Gauge Rwy.	16.31	6	697 25		697 25	42 75		
28032	Atchison and Edgerton Junction	Chicago, Rock Island and Pacific Rwy.	29.45	13	2,689 05		2,689 05	90 63		

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
28033	Missouri—Continued.	Missouri Pacific Rwy.	88.19	6.77	4,599 99	.....	4,599 99	52 16	.....	
28034	Independence and Sedalia	Saint Louis, Iron Mountain and Southern Rwy.	121.28	13	10,369 44	.....	10,369 44	85 50	.....	
28035	Neelysville and Doniphan	do	20.09	6	858 84	.....	858 84	42 75	.....	
28036	Fort Scott and Springfield	Kansas City, Fort Scott and Gulf R. R.	103.72	9.82	11,883 20	.....	11,883 20	114 57	.....	
28037	Saint Joseph and Albany	Saint Joseph and Des Moines R. R.	51.19	12	2,757 60	.....	2,757 60	53 87	.....	
28038	Vacant.									
28039	Pierce City and Fort Smith	Saint Louis and San Francisco Rwy.	139.88	7	11,362 45	.....	11,362 45	81 23	.....	
28040	Pleasant Hill and Joplin	Missouri Pacific Rwy.	133.70	14	10,631 82	.....	10,631 82	79 52	.....	
28041	Woytown and Carbon Centre	Kansas City, Fort Scott and Gulf R. R.	24.05	7	1,028 14	.....	1,028 14	42 75	.....	
28042	Sedalia and Warsaw	Missouri Pacific Rwy.	43.18	6	1,845 94	.....	1,845 94	42 75	.....	
28043	Summitville and Bonne Terre	Saint Joe and Desloge Rwy.	13.20	18	564 30	.....	564 30	42 75	.....	
28044	Bigelow and Burlington Junction	Kansas City, Saint Joseph and Council Bluffs R. R.	32.11	6	1,619 95	.....	1,619 95	50 45	.....	
28045	Cape Girardeau and Puxico	Cape Girardeau Southwestern Rwy.	43.99	9.99	1,147 84	.....	1,147 84	42 75	.....	Pay not fixed on 17.14 miles.
28046	Corning and Northborough	Kansas City, Saint Joseph and Council Bluffs R. R.	28.02	6	1,509 44	.....	1,509 44	53 87	.....	
28047	Jefferson City and Aurora Springs	Missouri Pacific Rwy.	37.46	6	1,601 41	.....	1,601 41	42 75	.....	
28048	Vacant.									
28049	Mineral Point and Potosi	Saint Louis, Iron Mountain and Southern Rwy.	4.44	9	189 81	.....	189 81	42 75	.....	
28050	Palmyra and Hannibal	Hannibal and Saint Joseph R. R.	15.93	17	740 90	.....	740 90	46 51	.....	
28051	Bird's Point, Ill., and Texarkana, Ark.	Texas and Saint Louis Rwy.	419.05	6	5,573 95	.....	5,573 95	44 46	.....	Pay not fixed on 293.68 miles.
28052	Paw Paw Junction (n. o.) and New Madrid.	do	6.14	12	262 48	.....	262 48	42 75	.....	
28053	North Springfield and Chadwick	Saint Louis and San Francisco Rwy.	34.47	6	1,205 55	.....	1,205 55	42 75	.....	Pay not fixed on 6.72 miles.
28054	Oronogo and Galena	do	21	10.38	897 75	.....	897 75	42 75	.....	

28055	Clinton and Brownington.....	Kansas City and Southern Rwy.	11.55	6	811,771 52	115,357 20	927,128 72	Pay not fixed.
ARKANSAS.								
29001	Hopefield and Little Rock.....	Memphis and Little Rock R. R.	135.88	7	15,243 01	.....	15,243 01	112 18
29002	Helena and Clarendon.....	Arkansas Midland R. R.....	48.20	6	2,431 69	.....	2,431 69	50 45
29003	Argenta and Fort Smith.....	Little Rock and Fort Smith Rwy.	167.15	6	12,233 70	.....	12,233 70	73 19
29004	Trippe and Warren.....	Little Rock, Mississippi River and Texas Rwy.	49.25	6	2,484 65	.....	2,484 65	50 45
29005	Malvern Junction and Hot Springs.	Hot Springs R. R.....	25.90	14	1,793 83	.....	1,793 83	69 26
29006	Brinkley and Riverside.....	Batesville and Brinkley R. R.	34.53	6	474 09	.....	474 09	42 75
29007	Little Rock and Arkansas City....	Little Rock, Mississippi River and Texas Rwy.	114.09	6.37	7,706 77	.....	7,706 77	67 55
29008	Helena and Forest City.....	Saint Louis, Iron Mountain and Southern Rwy.	43.90	6	1,876 72	.....	1,876 72	42 75
29009	Ozan and Hope.....	Arkansas and Louisiana Rwy.	16.34	7	442 03	.....	442 03	42 75
29010	Gurden and Camden.....	Saint Louis, Iron Mountain and Southern Rwy.	34.28	6	1,494 95	.....	1,494 95	43 61
29011	Vacant.	do.....						
29012	Knobel and Forest City.....	Eureka Springs Rwy.....	97.02	7	5,007 89	.....	5,007 89	51 30
29013	Seligman, Mo., and Eureka Springs, Ark.		19.26	6	.....	.....	.....	No pay fixed.
29014	Newport and Batesville.....	Saint Louis Iron Mountain and Southern Rwy.	29.60	6	.....	.....	.....	Do.
29015	McNeil and Magnolia.....	Texas and Saint Louis Rwy ..	7.17	6	.....	.....	.....	Do.
LOUISIANA.								
30001	Vacant.		822.57		51,189 33	.....	51,189 33	
30002	New Orleans and Cheneyville.....	Missouri Pacific Rwy.....	172.30	14	13,112 03	.....	13,112 03	76 10
30003	do.....	Morgan's Louisiana and Texas R. R. and Steamship Co.	210.36	11.88	25,166 85	.....	25,166 85	129 96
30004	Terre Bonne and Houma.....	do.....	15.85	7	677 58	.....	677 58	42 75
30005	Vacant.							
30006	Clinton and Port Hudson.....	Clinton and Port Hudson R. R., Pipes & Lyons, owners.	21.83	6	933 23	.....	933 23	42 75
30007	Bayou Sara and Woodville.....	West Feliciana R. R.....	26.21	3	784 46	.....	784 46	29 93
30008	Vicksburgh, Miss., and Lanesville, La.	Vicksburgh, Shreveport and Pacific R. R.	147.01	6	4,011 34	.....	4,011 34	52 67
30009	Terre Bonne and Thibodeaux.....	Morgan's Louisiana and Texas R. R. and Steamship Co.	6.36	7	271 89	.....	271 89	42 75
30010	Vermillionville, La., and Orange, Tex.	Louisiana Western R. R.....	113.15	6	12,963 59	.....	12,963 59	114 57
30011	Shreveport and Cheneyville.....	Missouri Pacific Rwy.....	157.25	7	10,622 23	.....	10,622 23	67 55
30012	Cades and Saint Martinsville.....	Morgan's Louisiana and Texas R. R. and Steamship Co.	6.90	14	294 97	.....	294 97	42 75

\$103.96 per mile for
83.52 miles land grant.

Land grant. 70.85 miles
no pay fixed.

Class Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
	LOUISIANA—Continued.		Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
30013	Baton Rouge Junction (n. o.) and Port Allen.	Missouri Pacific Rwy.....	8	21	478 80	.....	478 80	59 85	.....	
30014	New Orleans and Baton Rouge	New Orleans and Mississippi Valley Rwy.	89.40	6	.....	.....	.....	.....	.....	No pay fixed.
	TEXAS.		974.62		69,316 97	.....	69,316 97			
31001	Houston and Galveston	Galveston, Houston and Henderson R. R.	50.90	20	7,180 97	.....	7,180 97	141 08	.....	
31002	Houston and San Antonio.....	Galveston, Harrisburgh and San Antonio Rwy.	218.01	7	21,064 12	.....	21,064 12	96 62	.....	
31003	Houston and Denison City.....	Houston and Texas Central R. R.	337.64	13	53,407 89	.....	53,407 89	158 18	.....	
31004	Hempstead and Austin.....	do	115.22	13	8,669 15	.....	8,669 15	75 24	.....	
31005	Bremont and Albany	do	231.04	9.9	15,408 05	.....	15,408 05	66 69	.....	
31006	Longview and Houston.....	International and Great Northern R. R.	236.23	12.8	35,751 04	.....	35,751 04	151 34	.....	
31007	Palestine and Laredo	do	414.54	11.4	53,873 61	.....	53,873 61	129 96	.....	
31008	Houston and Columbia	do	51.25	3	1,533 91	.....	1,533 91	29 93	.....	
31009	Shreveport, La., and El Paso, Tex....	Texas and Pacific Rwy.....	834.47	7.7	65,433 37	.....	65,433 37	88 07	.....	91.50 miles lap service no pay fixed.
31010	Marshall, Tex., and Texarkana, Ark.	do	72.26	14	14,580 62	.....	14,580 62	201 78	.....	
31011	Whitesborough, Tex., and Texarkana, Ark.	do	173.67	7	14,701 16	.....	14,701 16	84 65	.....	
31012	Houston and Orange	Texas and New Orleans R. R.	106.24	6	12,626 62	.....	12,626 62	118 85	.....	
31013	Jefferson and McKinney.....	Missouri Pacific Rwy.....	152.54	7	7,564 45	.....	7,564 45	49 59	.....	
31014	Columbus and La Grange.....	Galveston, Harrisburgh and San Antonio Rwy.	31.61	6	1,351 32	.....	1,351 32	42 75	.....	
31015	Henderson and Overton	International and Great Northern R. R.	16.57	7	779 28	.....	779 28	47 03	.....	
31016	Corpus Christi and Laredo	Texas-Mexican Rwy.....	161.75	7	8,574 36	.....	8,574 36	53 01	.....	
31017	Denison City and Mineola	Missouri Pacific Rwy.....	102.84	7	9,144 53	.....	9,144 53	88 92	.....	
31018	Brownsville and Isabel	Rio Grande R. R.....	23.24	7	993 51	.....	993 51	42 75	.....	
31019	Indianola and Cuero.....	Gulf, Western Texas and Pacific Rwy.	66.74	6	2,853 13	.....	2,853 13	42 75	.....	

	Houston and Sealy	Texas Western Rwy.....	52.20	6	1,752 75	.....	1,752 75	42 75	.....	11.20 miles no pay fixed.
31020		Texas Western Rwy.....	52.20	6	1,752 75	.....	1,752 75	42 75	.....	11.20 miles no pay fixed.
31021	Waxahachie and Garrett (n. o.).....	Central Texas and Northwest- ern Rwy.	12.08	12	599 04	.....	599 04	49 59	.....	
31022	Denison City and Gainesville.....	Missouri Pacific Rwy.....	40.51	7	4,191 16	.....	4,191 16	103 46	.....	
31023	Houston and Nacogdoches.....	Houston, East and West Tex- as Rwy.	140.25	6	7,795 09	.....	7,795 09	55 58	.....	
31024	Navasota and Montgomery	Gulf, Colorado and Santa Fé Rwy.	28.17	6	1,204 26	.....	1,204 26	42 75	.....	
31025	Texarkana, Ark., and Gatesville, Tex.	Texas and Saint Louis Rwy ..	304.42	7	17,038 73	.....	17,038 73	65 84	.....	45.63 miles no pay fixed.
31026	Georgetown and Round Rock.....	International and Great North ern R. R.	10.22	10.50	655 40	.....	655 40	64 13	.....	
31027	Galveston and Lampasas	Gulf, Colorado and Santa Fé Rwy.	275.10	7	20,935 11	.....	20,935 11	76 10	.....	
31028	Whitesborough and Taylor.....	Missouri Pacific Rwy	234.43	7	30,466 52	.....	30,466 52	129 96	.....	
31029	Beaumont and Rockland.....	Sabine and East Texas Rwy..	75.85	6	2,383 31	.....	2,383 31	42 75	.....	20.10 miles no pay fixed.
31030	Dallas and Denton.....	Dallas and Wichita Rwy	37.85	7	1,618 08	.....	1,618 08	42 75	.....	10.87 miles pay not fixed.
31031	Dallas and Kemp	Texas Trunk Rwy.....	47.12	6	1,549 68	.....	1,549 68	42 75	.....	
31032	Mineola and Troup	International and Great North- ern R. R.	44.54		4,531 94	.....	4,531 94	101 75	.....	
31033	Temple and Fort Worth	Gulf, Colorado and Santa Fé Rwy.	128.30	7	8,447 27	.....	8,447 27	65 84	.....	
31034	Phelps (n. o.) and Huntsville	International and Great North- ern R. R.	8.51	14	363 80	.....	363 80	42 75	.....	
31035	Dallas and Cleburne.....	Gulf, Colorado and Santa Fé Rwy.	55.05	6	2,353 38	.....	2,353 38	42 75	.....	
31036	Rosenberg (n. o.) and Victoria.....	New York, Texas and Mex- ican Rwy.	91.85	6	5,262 08	.....	5,262 08	57 29	.....	
31037	Fort Worth and Wichita Falls.....	Fort Worth and Denver City Rwy.	115.44	7	7,205 76	.....	7,205 76	62 42	.....	
31038	Austin and Burnet	Austin and Northwestern R. R.	60.95	6	3,491 82	.....	3,491 82	57 29	.....	
31039	San Antonio and El Paso	Galveston, Harrisburgh and San Antonio Rwy.	634.28	6	9,190 49	.....	9,190 49	96 62	.....	539.16 miles no pay fixed.
31040	Harwood and Gonzales	do	12.62	6	679 83	.....	679 83	53 87	.....	
31041	Temple Junction (n. o.) and Belton ..	Missouri Pacific Rwy.....	7.17	14	306 51	.....	306 51	42 75	.....	
31042	Guide and Terrell	Houston and Texas Central R. R.	38.53	6	1,647 15	.....	1,647 15	42 75	.....	
31043	Ramal (n. o.) and Eagle Pass.....	Galveston, Harrisburgh and San Antonio Rwy.	33.47	7	1,430 84	.....	1,430 84	42 75	.....	
31044	Tyler and Alto	Kansas and Gulf Short Line R. R.	57.85	6	.....	.....	.....	.....	.....	No pay fixed.
31045	Beaumont and Sabine Pass	Texas and New Orleans R. R.	30.30	3	.....	.....	.....	.....	.....	Do.
31046	Trinity and Colmesniel	Missouri Pacific Rwy	66.73	6	.....	.....	.....	.....	.....	Do.
31047	Houston and Alvin	Gulf, Colorado and Santa Fé Rwy.	24.68	6	.....	.....	.....	.....	.....	Do.

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
31048	TEXAS—Continued. Longview and Easton	Galveston, Sabine and Saint Louis Rwy.	Miles. 13.77	6	Dollars. 470,591 09	Dollars.	Dollars. 470,591 09	Dollars.	Dollars.	No pay fixed.
32001 32002	INDIAN TERRITORY. Atoka and Lehigh	Missouri Pacific Rwy.	8.05	6	344 13	.....	344 13	42 75	.....	Do.
	Vinita and Tulsa	St. Louis and San Francisco Rwy.	63.54	6	.....	.....	.....	.....	.....	
			71.59		344 13	.....	344 13			
33001	KANSAS. Kansas City, Mo., and Denver, Colo.	Union Pacific Rwy.	{ 302.70 337.12 }	{ 14 }	114,879 68	11,781 50	126,661 18	179 55	{ 25 00 12 50 }	
33002	Lawrence and Leavenworth	do	35.05	7	2,547 43	.....	2,547 43	72 68	.....	
33003	Atchison and Waterville	Central Branch Union Pacific R. R.	100.40	7	13,734 72	.....	13,734 72	136 80	.....	
33004	Lawrence and Coffeyville	Southern Kansas Rwy.	141.57	6	10,555 45	.....	10,555 45	74 56	.....	Land grant.
33005	Cherryvale and Hunnewell	do	131.19	6	10,768 07	.....	10,768 07	82 08	.....	
33006	Waseca Junction (n. o.) and Ottawa.	do	46.63	6	6,060 03	.....	6,060 03	129 96	.....	
33007	Saint Joseph, Mo., and Grand Isl. and, Nebr.	St. Joseph and Western R. R.	{ 226.50 26.38 }	{ 7 }	15,264 71	.....	15,264 71	{ 58 83 73 53 }	{ }	{ 58.83 miles land grant, Saint Joseph to Hastings.
33008	Kansas City, Mo., and Webb City, Kans.	Kansas City, Fort Scott and Gulf R. R.	181.79	10.79	19,584 24	.....	19,584 24	107 73	.....	
33009	Junction City and Parsons	Missouri Pacific Rwy.	157.86	6	9,826 78	.....	9,826 78	62 25	.....	Land grant.
33010	Atchison, Kans., and South Pueblo, Colo.	Atchison, Topeka and Santa Fe R. R.	{ 470.41 150.09 }	{ 26.81 }	112,975 50	14,204 75	127,180 25	{ 171 69 214 61 }	{ 25 00 }	{ 470.41 miles land grant, Atchison to Grenada.
33011	Newton and Arkansas City	do	78.56	8.07	6,112 75	.....	6,112 75	77 81	.....	
33012	Atchison, Kans., and Columbus, Nebr.	Burlington and Missouri River R. R. (in Nebraska).	221.36	6	16,276 60	.....	16,276 60	73 53	.....	
33013	Leavenworth and Miltonvale	Kansas Central R. R.	167.91	6	9,762 29	.....	9,762 29	58 14	.....	
33014	Lawrence and Carbondale	Union Pacific Rwy.	32.96	6	1,409 04	.....	1,409 04	42 75	.....	

33015	Junction City and Concordia	Junction City and Fort Kearney R. R.	73.19	9.70	5,194 29	.....	5,194 29	70 97	.....	{ \$23.09 per mile allowed for lap service between Kansas City and Waseca Junction (n. o.), 13.30 miles.
33016	Topeka, Kans., and Kansas City, Mo.	Atchison, Topeka and Santa Fé R. R.	{ 13.30 54.28 }	{ 14 }	17,525 79	1,689 50	19,215 29	{ 277 88 254 79 }	{ 25 00 }	
33017	Florence and Douglas	do	54.58	6	3,079 94	.....	3,079 94	56 43	.....	
33018	Vacant.	do								
33019	Ottawa and Burlington	Southern Kansas Rwy	46.95	6	2,850 33	.....	2,850 33	60 71	.....	
33020	Girard, Kans., and Joplin, Mo	Saint Louis and San Francisco Rwy.	38.69	7	1,653 99	.....	1,653 99	42 75	.....	
33021	Waterville and Washington	Central Branch Union Pacific R. R.	26.62	6.6	2,309 64	.....	2,309 64	112 01	.....	
33022	Greenleaf and Concordia	do	42.05	7	5,500 98	.....	5,500 98	130 82	.....	
33023	Emporia and Howard	Atchison, Topeka and Santa Fé R. R.	76.59	6	3,863 96	.....	3,863 96	50 45	.....	
33024	Cherryvale and Arcadia	Kansas City, Fort Scott and Gulf R. R.	73.94	7	3,856 72	.....	3,856 72	52 16	.....	
33025	Solomon City and Beloit	Solomon R. R.	57.83	7	3,164 45	.....	3,164 45	54 72	.....	
33026	Concordia and Lenora	Central Branch Union Pacific R. R.	138.54	7	12,675 02	.....	12,675 02	91 49	.....	
33027	Yuma (n. o.) and Warwick	do	30.86	6	1,319 26	.....	1,319 26	42 75	.....	
33028	Salina and McPherson	Salina and Southwestern Rwy.	37.07	7	1,584 74	.....	1,584 74	42 75	.....	
33029	Down's and Bull's City	Central Branch Union Pacific R. R.	24.08	6	1,050 12	.....	1,050 12	43 61	.....	
33030	Florence and Ellinwood	Atchison, Topeka and Santa Fé R. R.	98.87	6	5,410 16	.....	5,410 16	54 72	.....	
33031	Paola and Leroy Junction (n. o.)	Missouri Pacific Rwy	61.40	6	4,199 76	.....	4,199 76	68 40	.....	
33032	Jamestown and Burr Oak	Central Branch Union Pacific R. R.	33.90	6	1,565 16	.....	1,565 16	46 17	.....	
33033	Ossawatimie and Ottawa	Missouri Pacific Rwy	21.40	6	951 44	.....	951 44	44 46	.....	
33034	Burlingame and Manhattan	Manhattan, Alma and Burlington Rwy.	57.21	6	2,543 55	.....	2,543 55	44 46	.....	
33035	Wellington and Harper	Southern Kansas Rwy	35.89	6	1,565 16	.....	1,565 16	43 61	.....	
33036	Fort Scott and Wichita	St. Louis, Fort Scott and Wichita R. R.	158.60	6	8,272 57	.....	8,272 57	52 16	.....	
33037	Mulvane and Caldwell	Atchison, Topeka and Santa Fé R. R.	38.30	6	2,849 13	.....	2,849 13	74 39	.....	
33038	Leavenworth and Meriden Junction (n. o.)	Leavenworth, Topeka and Southwestern Rwy.	46.98	6	1,276 09	.....	1,276 09	42 75	.....	17.13 miles pay not fixed.
33039	Girard and Chanute	Southern Kansas Rwy	41.23	6	685 28	.....	685 28	42 75	.....	25.20 miles pay not fixed.
33040	Atchison, Kans., and Omaha, Nebr.	Missouri Pacific Rwy	165.33	7	10,743 14	.....	10,743 14	64 98	.....	Formerly part of route 28001.
33041	Ottawa and Emporia	Southern Kansas Rwy	57.28	6	.....	.....	.....	.....	.....	Pay not fixed.
33042	Wichita and Cheney	Wichita and Western R. R.	26.70	6	.....	.....	.....	.....	.....	Do.
33043	Weir City Junction (n. o.) and Weir.	Kansas City, Fort Scott and Gulf R. R.	3.88	6	.....	.....	.....	.....	.....	Do.
			4,444.02		455,447 96	27,675 75	483,123 71			

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
34001	NEBRASKA. Union Pacific Transfer, (n. o.) Iowa, Ogden City, Utah.	Union Pacific Rwy.	374.42	} 9.7	449,142 30	61,064 50	510,206 80	434 34	75 00	R. P. O., 147.50 miles.
34002	Plattsmouth and Kearney	Burlington and Missouri River R. R. (in Nebraska).	659.66		24,509 85	3,687 50	28,197 35	128 25	50 00	
34003	Omaha and Covington	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	191.11	8.02	8,586 95		8,586 95	67 55	25 00	
34004	Omaha and Oreopolis Junction (n. o.)	Omaha and Southwestern Rwy.	127.12	6.47	1,845 09	415 00	2,260 09	111 15	25 00	
34005	Nemaha City and York	Nebraska Rwy.	16.60	12	9,166 54		9,166 54	66 69		
34006	Crete and Beatrice	Omaha and Southwestern R. R.	137.45	6	2,175 94		2,175 94	70 97		
34007	Coburn Junction (n. o.) and Ponca	Chicago, St. Paul, Minneapolis and Omaha Rwy.	30.66	6	699 81		699 81	42 75		
34008	Valley and Stromsburg	Omaha and Republican Valley R. R.	16.37	6	5,437 97		5,437 97	59 85		
34009	Hastings, Nebr., and Denver, Col.	Republican Valley R. R.	90.86	8.5	10,903 32	10,397 00	21,300 32	63 27	25 00	243.55 miles pay not fixed for transportation.
34010	Fremont and Valentine	Fremont, Elkhorn and Missouri Valley R. R.	415.88	7.43	13,458 16		13,458 16	63 27		55.88 miles pay not fixed.
34011	York and Central City	Republican Valley R. R.	268.59	6	2,801 65		1,801 95	66 69		
34012	Columbus and Norfolk	Omaha, Niobrara and Black Hills R. R.	42.01	6	2,225 90		2,225 90	44 46		
34013	Lincoln and Marysville	Omaha and Republican Valley R. R.	50.74	7.09	1,649 29		1,649 29	42 75		39.69 miles pay not fixed.
34014	Valparaiso and Lincoln	do	78.27	6	867 82		867 82	42 75		
34015	Grand Island and North Loup	do	20.30	6	2,441 38		2,441 38	48 74		
34016	Beatrice and Red Cloud	Republican Valley R. R.	50.09	6	5,889 74		5,889 74	48 74		
34017	Lost Creek and Albion	Omaha, Niobrara and Black Hills R. R.	120.84	6	1,462 90		1,462 90	42 75		
34018	Norfolk Junction (n. o.) and Creighton.	Fremont, Elkhorn and Missouri Valley R. R.	34.22	6	1,816 87		1,816 87	42 75		
34019	Nemaha City and Beatrice	Republican Valley R. R.	42.50	6	1,492 39		1,492 39	45 32		34.83 miles pay not fixed.
34020	Wymore and Table Rock	do	67.76	6	1,727 95		1,727 95	42 75		
34021	Emerson Junction (n. o.) and Norfolk.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	40.42	6	1,995 14		1,995 14	42 75		
			46.67	6						

	Wakefield and Hartington.....	do Nebraska and Colorado R. R.	33.80	6	1,723 68	75,564 00	1,723 68	42 75	Pay not fixed.
	Kenesaw and Holdrege.....	do	40.32	6	505 73		505 73	42 75	
	Chester and Hebron.....	Omaha, Niobrara and Black Hills R. R.	11.83	12					Do.
	Genoa and Fullerton.....	Nébraska and Colorado R. R.	14.54	6					Do.
	De Witt and Tobias.....		23.74	6					
			3,046.77		552,526 37	75,564 00	628,090 37		
35001	Sioux City, Iowa, and Yankton, Dak.	Chicago, Milwaukee and Saint Paul Rwy.	21.10	6	4,829 03		4,829 03	102 60	
35002	Marion and Chamberlain.....	do	40.00	6				64 98	
35003	Breckenridge, Minn., and Ripon, Dak.	Saint Paul, Minneapolis and Manitoba Rwy.	111.88	6	6,983 54		6,983 54	62 42	
35004	Vacant.....		63.47	6	4,070 34		4,070 34	64 13	
35005	Fargo and Neche.....	Saint Paul, Minneapolis and Manitoba Rwy.	158.29	7	13,940 60		13,940 60	88 07	
35006	Everest and Mayville.....	Casselman Branch R. R.	46.14	6	1,972 49		1,972 49	42 75	
35007	Flandreau and Sioux Falls.....	Chicago, Milwaukee and Saint Paul Rwy.	39.17	6	3,248 75		3,248 75	82 94	
35008	Egan and Woonsocket.....	do	84.50	6	1,984 88		1,984 88	42 75	38.07 miles pay not fixed.
35009	Millbank and Wilmot.....	do	17.03	3	509 53		509 53	29 92	
35010	Huron and Columbia.....	Chicago and Northwestern Rwy.	97.40	6	5,496 28		5,496 28	56 43	
35011	Vacant.....	Chicago, Milwaukee and Saint Paul Rwy.	70.12	6	2,997 63		2,997 63	42 75	Covered by route 35005.
35012	Ashton and Ellendale.....	Saint Paul, Minneapolis and Manitoba Rwy.	37.71	6	1,612 10		1,612 10	42 75	
35013	Ripon and Portland.....	Chicago and Northwestern Rwy.	48.24	6					Pay not fixed.
35014	Brookings and Watertown.....	Fargo and Southwestern R. R.	88.34	6					Do.
35015	Fargo and La Moure.....	Jamestown and Northern R. R.	43.48	6					Do.
35016	Jamestown and Carrington.....	Chicago, Milwaukee and Saint Paul Rwy.	95.88	6					Do.
35017	Mitchell and Ashton.....	Sanborn, Cooperstown and Turtle Mountain R. R.	37.53	6					Do.
35018	Sanborn and Cooperstown.....								
			1,101.28		47,645 17		47,645 17		
36001	Deer Lodge City and Garrison.....	Utah and Northern Rwy.	44.32	6	4,086 98		4,086 98	120 56	10.42 m. pay not fixed.
36002	Helena and Wickes.....	Helena and Jefferson County R. R.	26.53	6					Pay not fixed.
			70.85		4,086 98		4,086 98		

C.—Railroad service as in operation on the 80th of June, 1884—Continued.

Number of route,	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
37001	WYOMING. Granger, Wyo., and Weiser Station (n. o.), Idaho.	Oregon Short Line Rwy	Miles. 520.31	6	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Pay not fixed.
			520.31							
38001	DENVER AND EL MORO	Denver and Rio Grande Rwy.	206.90	15	27,066 65	.....	27,066 65	130 82	.....	
38002	BRIGHTON AND BOULDER	Denver and Boulder Valley R. R.	27.69	6	1,302 26	.....	1,302 26	47 03	.....	
38003	DENVER AND FORT COLLINS	Colorado Central R. R.	91.01	13	8,170 88	.....	8,170 88	89 78	.....	
38004	CUCARAS, COLO., AND ESPANOLA, N. Mex.	Denver and Rio Grande Rwy.	200.82	7	15,796 50	.....	15,796 50	78 66	.....	
38005	DENVER AND LEADVILLE	Denver, South Park and Pacific R. R.	172.25	*14.27	15,170 05	.....	15,170 05	88 07	.....	
38006	LA JUNTA, COLO., AND DEMING, N. Mex.	Atchison, Topeka and Santa Fé R. R.	578.71	7	89,063 46	.....	89,063 46	153 90	.....	
38007	DENVER, COLO., AND CHEYENNE, WYO.	Denver Pacific Rwy. and Telegraph Co.	106.86	*10.73	10,507 54	1,155 00	11,662 54	98 33	25 00	R. P. O. 46.20 m., Denver to La Salle station (n. o.).
38008	VACANT.	Denver and Rio Grande Rwy.	7.28	7	311 22	.....	311 22	42 75	.....	
38009	PONCHO SPRINGS AND MAYSVILLE	do	31.20	7	1,627 39	.....	1,627 39	52 16	.....	
38010	CANON CITY AND WEST CLIFF	do	31.82	7	1,659 73	.....	1,659 73	52 16	.....	
38011	ALAMOSA AND DEL NORTE	do	555.64	7.70	18,805 72	.....	18,805 72	90 63	.....	348.14 m., pay not fixed.
38012	SALIDA, COLO., AND OGDEN CITY, UTAH.	do	36.60	7	1,564 64	.....	1,564 64	42 75	.....	
38013	LEADVILLE AND DILLON	Denver, South Park and Pacific R. R.	79.44	7	3,619 73	.....	3,619 73	54 72	.....	13.20 m., pay not fixed.
38014	NATHROP AND CASTLETON	do								
38015	MEARS AND HAUMANN	Denver and Rio Grande Rwy.	27.33	7	1,168 36	.....	1,168 36	42 75	.....	
38016	GUNNISON AND CRESTED BUTTE	do	28.40	7	1,214 10	.....	1,214 10	42 75	.....	
38017	JULESBURG AND LA SALLE STATION (n. o.).	Colorado Central R. R.	151.16	7	19,257 78	3,779 00	23,036 78	127 40	25 00	
38018	MALTA AND RED CLIFF	Denver and Rio Grande Rwy.	27.00	7	1,154 25	.....	1,154 25	42 75	.....	
38019	SOUTH PUEBLO AND LEADVILLE	do	158.92	14.5	22,283 76	.....	22,283 76	140 22	.....	
38020	GOLDEN AND GEORGETOWN	Colorado Central R. R.	35.12	13	2,702 48	.....	2,702 48	76 95	.....	
38021	FORKS CREEK AND CENTRAL CITY	do	11.29	13	579 18	.....	579 18	51 30	.....	
38022	BEAR CREEK JUNCTION (n. o.) AND MORRISON.	Denver, South Park and Pacific R. R.	9.74	6.5	416 38	.....	416 38	42 75	.....	

No.	Location	Company	Acres	Value	Pay	Notes
38023	Denver and Pueblo	Denver and New Orleans R. R.	8,186 18	125.98	8.21	
38024	Garo and London	Denver, South Park and Pacific R. R.	673 31	15.75	14	
38025	Manitou Junction (n. o.) and Colorado Springs.	Denver and New Orleans R. R.	412 11	9.64	17.5	
38026	Come and Dillon	Denver, South Park and Pacific R. R.	1,294 47	30.28	7	
38027	Greeley and Stout	Greeley, Salt Lake and Pacific Rwy.	1,669 39	39.05	6	
38028	Denver and Semper	Denver R. R. Construction, Land and Coal Co.	444 17	10.39	7	
38029	Boulder and Sunset	Greeley, Salt Lake and Pacific Rwy.		13.11	6	
38030	Colorado Springs Station (n. o.) and Manitou Station (n. o.)	Denver and Rio Grande Rwy.	235 49	5.40	14	
			261,291 18	2,824.78		
NEW MEXICO.						
39001	Lamy and Santa Fé	Atchison, Topeka and Santa Fé R. R.	1,231 20	18.70	14	
39002	Antonito, Colo., and Silverton, Colo.	Denver and Rio Grande Rwy.	17,886 83	215.66	7	
39003	Albuquerque, N. Mex., and Needles, Cal.	Atlantic and Pacific R. R.	9,850 28	577.02	6	
39004	Rincon, N. Mex., and El Paso, Tex.	Atchison, Topeka and Santa Fé R. R.	3,310 98	77.45	7	
39005	Deming, N. Mex., and El Paso, Tex.	Central Pacific R. R. Co. (lessee Southern Pacific R. R.).	3,792 78	88.72	7	
39006	Deming and Silver City	Silver City, Deming and Pacific R. R.	2,406 46	47.70	6	
39007	Las Vegas and Las Vegas Hot Springs.	Atchison, Topeka and Santa Fé R. R.		10.89	6	
39008	Nutt Station (n. o.) and Lake Valley.	Atchison, Topeka and Santa Fé R. R.		13.73	6	
			38,478 53	1,049.87		
ARIZONA.						
40001	Yuma, Ariz., and Deming, N. Mex.	Central Pacific R. R. Co. (lessee Southern Pacific R. R. of Arizona).	64,289 97	467.02	7	
40002	Benson and Nogales	New Mexico and Arizona R. R.	4,158 86	88.43	8.26	
			68,448 83	555.45		
UTAH.						
41001	Salt Lake City and Frisco	Utah Central Rwy.	22,345 12	281	8.21	
41002	Vacant.					

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars, railway post-offices.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars, railway post-offices.	Remarks.
UTAH—Continued.										
41003	Ogden City, Utah, and Butte City, Mont.	Union Pacific Rwy	Miles. 417.27	7	Dollars. 57,796 06	Dollars.	Dollars. 57,796 06	Dollars. 138 51	Dollars.	
41004	Sandy and Bingham Canyon	Denver and Rio Grande Rwy.	17.42	7	744 70	.....	744 70	42 75	.....	
41005	Salt Lake City and Stockton	Utah and Nevada Rwy	40.50	6	1,731 37	.....	1,731 37	42 75	.....	
41006	Bingham Junction (n. o.) and Wasatch.	Denver and Rio Grande Rwy.	10.50	7	448 88	.....	448 88	42 75	.....	
41007	Vacant.									
41008	Echo City and Park City	Echo and Park City R. R.	28.45	14	1,362 18	.....	1,362 18	47 88	.....	Pay not fixed.
41009	Colton and Scofield	Denver and Rio Grande Rwy.	17.30	6	.....	.....	.....	.....	.....	
41010	Nephi and Wales	San Pete Valley Rwy	26.24	6	1,346 11	.....	1,346 11	51 30	.....	
41011	Lehi Junction (n. o.) and Tintic	Salt Lake and Western Rwy.	53.50	6	2,287 12	.....	2,287 12	42 75	.....	Do.
41012	Ironton Station (n. o.) and Silver City	do	4.20	6	.....	.....	.....	.....	.....	
IDAHO.										
			896.38		88,061 54	.....	88,061 54			
42001	Shoshone and Hailey	Oregon Short Line Rwy	57.90	6	.....	.....	.....	.....	.....	Pay not fixed.
WASHINGTON TERRITORY.										
43001	Kalama and Tacoma	Northern Pacific R. R.	105	6	6,463 80	.....	6,463 80	61 56	.....	Land grant.
43002	Seattle and New Castle	Seattle and Walla Walla R. R.	20.28	6	866 97	.....	866 97	42 75	.....	
43003	Olympia and Tenino	Olympia and Chehalis Valley R. R.	16.05	6	741 02	.....	741 02	46 17	.....	
43004	Walla Walla and Wallula	Walla Walla and Columbia River R. R.	32.10	6	3,156 39	.....	3,156 39	98 33	.....	
43005	New Tacoma and Carbonado	Northern Pacific R. R.	34.83	6	2,144 13	.....	2,144 13	61 56	.....	Land grant.
43006	Palouse Junction (n. o.) and Colfax	Columbia and Palouse R. R.	89.18	6	.....	.....	.....	.....	.....	Pay not fixed.
43007	Vacant.									
43008	Walla Walla and Dayton	Oregon Rwy. and Navigation Co.	40	7	4,001 60	.....	4,001 60	100 04	.....	
43009	Wallula, Wash. Ter., and Missoula, Mont.	Northern Pacific R. R.	417.03	7	9,640 88	.....	9,640 88	41 73	.....	Land grant. Pay not fixed on 186 miles.

43010	Bolles Junction (n. o.) and Riparia...	Oregon Rwy. and Navigation Co.	31.10	6	.....	.....	.....	.....	Pay not fixed.
			785.57		27,014 79	27,014 79			
44001	Portland and Ashland	Oregon and California R. R.	342.69	7.83	34,461 91	34,461 91	130 82		Pay not fixed on 79.26 miles.
44002	Portland and Corvallis	do	97.85	6	5,271 17	5,271 17	53 87		
44003	Umatilla and Pendleton	Oregon Rwy. and Navigation Co.	44.35	6	3,488 57	3,488 57	78 66		
44004	Vacant.								
44005	Portland, Oreg., and Wallula, Wash. Ter.	Oregon Rwy. and Navigation Co.	214.80	6	28,100 14	28,100 14	130 82		
			699.69		71,321 79	71,321 79			
45001	Virginia City and Reno	Virginia and Truckee R. R.	52.61	7	6,117 49	6,117 49	116 28		
45002	Palisade and Eureka	Eureka and Palisade R. R.	90.85	7	5,826 21	5,826 21	64 13		
45003	Battle Mountain and Austin	Nevada Central Rwy.	94.10	7	4,022 77	4,022 77	42 75		
45004	Mound House and Candalaria	Carson and Colorado R. R.	158.96	7	8,563 17	8,563 17	53 87		
45005	Belleville and Keeler	do	143.22	6	.....	.....	.....		Pay not fixed.
			539.74		24,529 64	24,529 64			
46001	San Francisco, Cal., and Ogden City, Utah.	{ Central Pacific R. R.	50.41	8.9	300,926 36	42,961 75	360 81	{ 75 00	
46002	San Francisco and Soledad	Southern Pacific R. R.	142.96	12.51	11,050 80	.....	77 30	{ 50 00	
46003	Roseville and Redding	Central Pacific R. R.	151.74	7.67	25,818 56	3,793 50	170 15	25 00	Land grant.
46004	Vacant.								
46005	Sacramento City and Shingle Springs	Sacramento and Placerville R. R.	48.75	8.73	2,750 96	.....	56 43	.....	
46006	Suisun City and Napa Junction	California Pacific R. R.	13.01	7	656 35	.....	50 45	.....	
46007	Woodland and Grafton	do	9.84	6	420 66	.....	42 75	.....	
46008	Vallejo Junction and Calistoga	do	43.87	12.71	3,075 72	.....	70 11	.....	
46009	Marysville and Oroville	N. D. Rideout, purchaser California Northern R. R.	27.50	7	1,199 27	.....	43 61	.....	
46010	Lathrop and Goshen (n. o.)	Central Pacific R. R.	146.35	9.35	21,397 83	3,658 75	146 21	25 00	
46011	San Francisco and Cloverdale	San Francisco and North Pacific R. R.	90.00	10.8	8,234 10	.....	91 49	.....	
46012	Stockton and Milton	Stockton and Copperopolis R. R.	30.09	8.99	2,109 60	.....	70 11	.....	
46013	San Pedro and Los Angeles	Southern Pacific R. R.	26.20	7	1,120 05	.....	42 75	.....	
46014	Goshen (n. o.) and Yuma	do	490.33	7	54,000 04	6,040 50	110 13	25 00	Land grant. R. P. O. 241.62 miles, Goshen to Los Angeles.
46015	Elmira and Madison	Vaca Valley and Clear Lake R. R.	30.07	7	1,285 49	.....	42 75	.....	

C.—Railroad service as in operation on the 30th of June, 1884—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
	CALIFORNIA—Continued.									
46016	San Francisco and Duncan's Mills	North Pacific Coast R. R.	79.25	7.30	4,675 75	.....	4,675 75	59 00	.....	
46017	Los Angeles and Santa Ana	Central Pacific R. R. Co. (see Los Angeles and San Diego R. R.).	35.23	7	2,861 73	.....	2,861 73	81 23	.....	
46018	Visalia and Goshen (n. o.)	Visalia R. R.	7.33	14	332 19	.....	332 19	45 32	.....	
46019	Colfax and Nevada City	Nevada County Narrow Gauge R. R.	23.09	14	1,599 21	.....	1,599 21	69 26	.....	
46020	Los Angeles and Santa Monica	Los Angeles and Independence R. R.	19.50	7	833 62	.....	833 62	42 75	.....	
46021	Santa Cruz and Pajaro	Santa Cruz R. R.	22.20	7	949 05	.....	949 05	42 75	.....	
46022	Davisville and Tehama	Central Pacific R. R. Co. (see Northern Rwy.).	111.67	6.89	6,970 44	.....	6,970 44	62 42	.....	
46023	Galt and Ione	Amador Branch Rwy.	27.79	7	1,827 69	.....	1,827 69	65 84	.....	
46024	West Oakland Station (n. o.) and Berkeley.	Central Pacific R. R. Co. (see Berkeley Branch R. R.).	5.78	7	249 09	.....	249 09	42 75	.....	
46025	San Anselmo (n. o.) and San Quentin	North Pacific Coast R. R.	6.25	6	.....	.....	.....	.....	.....	Pay not fixed. Formerly part of route 46016.
46026	San Francisco and Alameda	Central Pacific R. R.	11.62	28	566 36	.....	566 36	48 74	.....	
46027	Fulton and Guerneville	San Francisco and North Pacific R. R.	16.09	6	687 84	.....	687 84	42 75	.....	
46028	San Francisco and Sacramento	Central Pacific R. R.	140.65	10.59	15,926 48	.....	15,926 48	113 72	.....	
46029	Niles and San José	do	18.37	14	863 94	.....	863 94	47 03	.....	
46030	Monterey and Castroville	Monterey R. R.	16.57	7	708 36	.....	708 36	42 75	.....	
46031	San Francisco and Santa Cruz	South Pacific Coast R. R.	83.15	13	5,971 83	.....	5,971 83	71 82	.....	
46032	Port Costa and Lathrop	Central Pacific R. R. Co. (see San Pablo R. R.).	62.23	14.07	9,151 54	1,555 75	10,707 29	147 06	25 00	
46033	Black Diamond and Nortonville	Black Diamond Coal Mining Co	6.26	15.57	267 61	.....	267 61	42 75	.....	
46034	Gilroy and Tres Pinos	Southern Pacific R. R.	20.20	7	863 55	.....	863 55	42 75	.....	
46035	Peters and Oakdale	Stockton and Copperopolis R. R.	19.13	6	817 80	.....	817 80	42 75	.....	
46036	Vacant		.....	.....	.....	.....	.....	.....	.....	Covered by routes 46016 and 46025.
46037	National City and Colton	California Southern R. R.	128.00	6	7,770 88	.....	7,770 88	60 71	.....	
46038	Goshen (n. o.) and Le Moore	Southern Pacific R. R.	21.20	7	725 04	.....	725 04	34 20	.....	Land grant.

D.—Steamboat service as in operation on the 30th of June, 1884.

No. of route.	State and termini.	Name of contractor.	Dis- tance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
	MAINE.					Dollars.	Dollars.	
88	Andover to Upper Dam	Charles A. J. Farrar	Miles. 15	.....	6	250 00	.....	From June 1 to September 30, partly by steamboat and partly by land.
89	Middle Dam to Errol, N. H.	do	17	.....	6	200 00	.....	In steamboats when practicable, and in sail-boats at all other times.
91	Eastport to Lubec	Julius Wolff	3	.....	6	400 00	.....	Twelve times a week two and a half months, and six times a week five and a half months.
95	{ Bath to Booth Bay	{ Eastern Steamboat Company, H. W. Swanton, treasurer.	18	.....	.....	728 22	.....	Six times a week four months.
96	{ Wiscasset to Booth Bay	{	20	.....	.....	.....	.....	Once a week, with three additional weekly trips between Portland and Bar Harbor (138 miles) during season of summer travel (three and a half months.
97	{ Boston, Mass., to Eastport, Me.	{ Sanford Steamship Company, James Littlefield, superintendent.	320	.....	1	500 00	.....	
	{ Boston, Mass., to Machiasport, Me.	{	324	.....	.....	1,300 00	.....	
99	Portland to Chebeague Island	Nathan and Henry B. Cleaves, sureties of Portland, Little Chebeague and Harpswell Steamboat Company, John S. Morris, president. Charles W. Howard	10	.....	6	599 00	.....	Six times a week, June 1 to September 30.
100	Rangeley to Indian Rock .....	.....	10	.....	6	200 00	.....	
	NEW HAMPSHIRE.							
1096	Lakeside to Middle Dam, Me	Charles A. J. Farrar	17	.....	6	200 00	.....	From June 1 to September 30, partly in steamboats and partly by land.
1099	Weir's Bridge to Wolfborough	Lake Winnipiseogee Steamboat Company, B. J. Cole, president.	30	.....	.....	650 00	.....	Six times a week four and two-thirds months, during season of navigation.
1100	{ Alton Bay to Centre Harbor	{ Boston and Maine Railroad Company, George C. Lord, president. }	10	.....	6	.....	.....	During season of navigation, June 19 to November 1, in each year.
			20	.....	3	1,600 00	.....	
				77			2,450 00	
3095	New Bedford to Nonquitt	Nonquitt Hotel Company, George A. Bourne, trustee.	7	.....	13	300 00	.....	From June 20 to September 20, 1884.
3096	Boston to Hull	Hingham, Hull and Downer Landing Steamboat Company, George P. Cushing, treasurer.	15	.....	.....	200 00	.....	Six times a week six months.

3098	Wood's Holl to Nantucket.....	Nantucket and Cape Cod Steamboat Company, George Marston, president.	30	.....	.....	7,875 00	.....	Twelve times a week six months; six times a week six months.
3099	New Bedford to Cuttyhunk.....	Wilbur Kelley.....	15	.....	.....	1,400 00	.....	Six times a week three months; once a week nine months.
3100	New Bedford to Edgartown	New Bedford, Vineyard and Nantucket Steamboat Company, A. G. Pierce, treasurer.	34	.....	101	2,000 00	11,775 00	
	RHODE ISLAND.							
4096	Watch Hill to Stonington	H. L. Ripley	5	.....	.....	103 75	.....	From June 27 to September 17, 1884, at \$103.75 for the period.
4099	Newport to Wickford Junction.....	Newport and Wickford Railroad and Steamboat Company, Theo. Warren, superintendent.	15.4	.....	.....	8,947 57	.....	Twenty-five times a week five months; eighteen times a week seven months.
4100	{ Block Island to Newport	{ Martin V. Ball.....	30	.....	.....	2,445 00	.....	{ Six times a week three months; three times a week nine months.
	{ Newport to Providence	{	30	.....	80.4	.....	11,149 32	{ Six times a week three months.
	NEW YORK.							
6764	Plattsburgh to Burlington.....	Champlain Transportation Company.	24	.....	.....	1,050 00	.....	From April 21 to December 1. Including all side service.
6765	Geneva to Watkins.....	Seneca Lake Steam Navigation Company.	43½	.....	.....	2,313 83	.....	
6766	Lake George to Fort Ticonderoga	Champlain Transportation Company.	40	.....	.....	933 00	.....	Six trips per week for 4½ months, being at the rate of \$200 per month.
6768	Brooklyn to Jersey City.....	Brooklyn Annex Company	3½	.....	.....	1,825 00	.....	
6769	Sag Harbor to New London.....	New London and Long Island Steamboat Company.	42	.....	.....	3,000 00	.....	Six trips per week for 9 months, including all side service.
6853	Penn Yan to Hammondsport	Keuka Navigation Company.....	21	.....	.....	350 00	.....	Six trips per week for 8½ months.
6884	Canandaigua to Naples	Canandaigua Lake Steam Navigation Company.	22	.....	.....	500 00	.....	
6941	Fisher's Island to New London.....	Thomas L. Beebe	10	.....	206	1,000 00	10,971 83	Six trips per week for 6 months and three trips per week for 6 months.
	MARYLAND.							
10090	Washington to Piney Point.....	Potomac Steamboat Company.....	110	.....	.....	600 00	.....	From June 27 to September 30, 1884.
10092	Baltimore to Queenstown.....	Chester River Steamboat Company	40	.....	.....	375 00	.....	
10093	Baltimore to Chestertown	Tolchester Steamboat Company	41	.....	.....	175 00	.....	
10094	Baltimore to Wilson's Wharf.....	Eastern Shore Steamboat Company	272	.....	.....	4,200 00	.....	From May 1 to December 31 six times a week on 110 miles and twice a week on residue, and from January 1 to April 30 twice a week on 110 miles and once a week on the residue.
10096	Baltimore to Saint Michael's.....	H. C. Dodson.....	71	.....	.....	468 00	.....	
10097	Washington to Glymont.....	Thomas Adams	29½	.....	.....	2,130 00	.....	
10098	Baltimore to Benedict	Henry Williams	123½	.....	.....	1,800 00	.....	
10099	Baltimore to Freeport	Howard B. Ensign, president	200	.....	.....	1,800 00	.....	
10100	Baltimore to Cambridge	do	95	.....	981½	2,400 00	13,948 00	

D.—Steamboat service as in operation on the 30th of June, 1884—Continued.

No. of route.	State and termini.	Name of contractor.	Dis- tance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
	VIRGINIA.		Miles.	Miles.		Dollars.	Dollars.	
11091	Newport News to Norfolk	Old Dominion Steamship Company ..	15	.....	6	1,500 00	.....	
11092	Franklin City to Chincoteague Island.	do	7	.....	6	500 00	.....	
11096	Norfolk to Baltimore	Baltimore Steam Packet Company	200	.....	6	18,000 00	.....	
11097	Norfolk to Eastville	Old Dominion Steamship Company ..	57	.....	3	3,500 00	.....	
11099	Norfolk to Richmond	L. B. Tatum	151	.....	3	7,000 00	.....	
11100	Fredericksburgh to Baltimore	Henry Williams	293½	.....	2	5,000 00	.....	
				723½			35,500 00	
	WEST VIRGINIA.							
12098	Wheeling to Parkersburgh	Wheeling, Parkersburgh and Cincinnati Transportation Company, C. H. Booth, president.	92	.....	6	8,000 00	.....	
12099	Parkersburgh to Pomeroy	J. W. Williams and E. F. Maddy	87½	.....	6	7,800 00	.....	
				179½			15,800 00	
	NORTH CAROLINA.							
13091	Plymouth to Jamesville	William Ellison	11	.....	6	681 99	.....	
13094	Elizabeth City to Fairfield	M. K. King	100	.....	2	2,000 00	.....	
13096	Norfolk to Manteo	Isaiah Cain	126½	.....	3	4,350 00	.....	
13097	Plymouth to Franklin, Va.	Zimri McDonald	128	.....	.....	5,036 43	.....	Six trips per week on 20 miles, and three trips per week on 108 miles.
13098	Plymouth to Windsor	do	30	.....	6	1,586 00	.....	
13099	Wilmington to Smithville	Joseph Bisbey	28	.....	6	1,559 00	.....	
13100	Wilmington to Fayetteville	B. G. Worth	112	.....	2	1,945 00	.....	
				535½			17,158 42	
	SOUTH CAROLINA.							
14099	Charleston to Moultrieville	William M. Bird	7½	.....	14	962 00	.....	
14100	Charleston to Edisto Island	Peter Toglio	43	.....	2	800 00	.....	
				50½			1,762 00	
	GEORGIA.							
15100	Brunswick to Saint Simon's Mills ..	U. Dart, jr.	8	.....	6	475 00	.....	
				8			475 00	

FLORIDA.									
16078	Titusville to Lake Worth.....	W. A. L. Ostrander.....	146 $\frac{3}{4}$	.....	2	2,500 00	.....	.....	.....
16087	Jacksonville to Fort George.....	H. T. Bava.....	26	.....	6	1,200 00	.....	.....	.....
16089	New York to Galveston, Tex.....	C. H. Mallory & Co.....	2,075	.....	1	10,400 00	.....	.....	.....
16090	Palatka to Crescent City.....	J. W. Beach and J. W. Miller.....	31 $\frac{1}{2}$	.....	6	1,000 00	.....	.....	.....
16091	Cedar Keys to Key West.....	John Miller.....	298 $\frac{1}{4}$	.....	2	31,000 00	.....	.....	.....
16092	Fernandina to Oakwell.....	H. L. Hart, J. H. Smith, and John Richardson.....	42	.....	6	1,830 44	.....	.....	.....
16097	Jacksonville to Enterprise.....	F. de Barry.....	206 $\frac{15}{16}$	.....	6	18,067 45	.....	.....	.....
16098	Chattahoochee to Apalachicola.....	Samuel I. Whiteside.....	136	.....	2	4,000 00	.....	.....	.....
				2,962 $\frac{7}{16}$				69,997 89	
ALABAMA.									
17093	Rome to Gadsden.....	W. T. Smith.....	155	.....	2	1,639 36	.....	.....	.....
17097	Mobile to Demopolis.....	F. S. Stone.....	240	.....	1	2,600 00	.....	.....	.....
17099	Mobile to Point Clear.....	Edwin Baldwin.....	26	.....	(*)	3,000 00	.....	.....	.....
				421				7,239 00	
MISSISSIPPI.									
18097	English Lookout to Gainesville.....	J. Poitevent and J. A. Favre.....	24 $\frac{1}{2}$	.....	6	1,275 50	.....	.....	.....
18099	Vicksburgh to Faisonua.....	E. C. Carroll.....	209	.....	1	2,000 00	.....	.....	.....
18100	Vicksburgh to Greenwood.....	do.....	265 $\frac{1}{2}$	.....	1	2,400 00	.....	.....	.....
				499				5,675 50	
TENNESSEE.									
19098	London to Kingston.....	N. S. Allison.....	30	.....	6	1,579 00	.....	.....	.....
19099	Chattanooga to King's Creek.....	J. P. and W. E. Kendrick.....	109	.....	2	1,640 00	.....	.....	.....
				139				3,219 00	
KENTUCKY.									
20097	Louisville to Evansville, Ind.....	W. C. Hite.....	217	.....	6	15,000 00	.....	.....	.....
20098	Evansville, Ind., to Cairo, Ill.....	John S. Hopkins.....	202	.....	6	15,000 00	.....	.....	.....
20099	Bowling Green to Evansville, Ind.....	C. G. Smallhouse.....	198	.....	2	4,800 00	.....	.....	.....
20100	Johnsonville, Tenn., to Waterloo, Ala.....	W. G. Brown.....	148	.....	2	3,415 00	.....	.....	.....
				765				38,215 00	
OHIO.									
21098	Zanesville to Marietta.....	K. M. Armstrong.....	75	.....	(†)	6,388 00	.....	.....	.....
21099	Portsmouth to Cincinnati.....	Cincinnati, Portsmouth, Big Sandy and Pomeroy Packet Company.....	127 $\frac{3}{4}$	.....	6	9,000 00	.....	.....	.....
21100	Huntington to Gallipolis.....	William Bay.....	45 $\frac{1}{2}$	.....	6	2,569 78	.....	.....	.....
				248 $\frac{1}{2}$				17,957 78	

* 3 aw. for 6 months.
7 aw. for 6 months.

† 12 aw. on 27 m. 6 aw. on 48 m.

D.—Steamboat service as in operation on the 30th of June, 1884—Continued.

No. of route.	State and termini.	Name of contractor.	Dis- tance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
	MICHIGAN.		Miles.	Miles.		Dollars.	Dollars.	
24095	An Gres to Standish	J. E. Mason	17	.....	6	485 77	.....	This is a curtailed steamboat route; this remnant runs on land.
24096	Mackinaw City to Mackinac	J. B. Colegrove	12	.....	6	2,460 00	.....	This service is six times a week, and as much oftener as boats may run.
24099	Bay City to Alpena	Daniel Cole and Ira F. Holt	126	.....	6	6,405 00	.....	This service is during season of navigation of each year, say 8 months.
	MISSOURI.			155			9,350 77	
28099	Saint Louis to Memphis (Tenn)	J. A. Scudder	453	.....	3	25,000 00	.....	
	ARKANSAS.			453			25,000 00	
29093	Terrene, Miss., to Jacksonport	Edward C. Postal	390½	.....	1	440 00	.....	
29094	Memphis, Tenn., to Sunk Land	Otho K. Joplin	323	.....	1	4,200 00	.....	
29095	Terrene, Miss., to Pine Bluff	G. H. Van Etten	140	.....	2	6,700 00	.....	
29096	Arkansas City to Vicksburgh, Miss.	J. A. Scudder	198½	.....	3	20,000 00	.....	
29097	Memphis, Tenn., to Arkansas City	John D. Adams	216	.....	3	24,000 00	.....	
29098	Memphis, Tenn., to Friar's Point, Miss.	James Lee, jr	111	.....	3	10,000 00	.....	
29099	Memphis, Tenn., to Elmot	do	97	.....	2	10,104 00	.....	
	LOUISIANA.			1,476½			75,444 00	
30091	Natchez, Miss., to Vicksburgh, Miss.	James G. Stewart	100	.....	3	11,750 00	.....	
30092	Natchez, Miss., to Bayou Sara, La.	do	110	.....	3	12,950 00	.....	
30093	Monroe to Red River Landing	John W. Blanks, Joseph W. Carlton, and Edward Conery.	285	.....	.....	18,500 00	.....	Service twice a week from November 1 to April 30, and once a week the residue of year.
30094	Lake Charles to Cameron	John Miller	55	.....	3	4,090 00	.....	
30095	Baton Rouge to Bayou Sara	James G. Stewart	37	.....	6	8,950 00	.....	
30097	New Orleans to Hope Villa	Milton B. Muncy	115	.....	2	4,400 00	.....	
30098	New Orleans to Grand Isle	John F. Kranz	85	.....	.....	3,950 00	.....	Service three times a week from June 1 to September 30, and once a week the residue of year.
30099	New Orleans to Covington	William G. Coyle	59	.....	.....	3,600 00	.....	Service six times a week from May 1 to October 31, and three times a week the residue of year.

30100	{	New Orleans to Port Eads, with side supply from head of jetties to Pilot Town.	{	Noble L. McGinnis	{	79 37 12		6 3 1	22,719 16		{	Service six times a week from New Orleans to Buras, three times a week from Buras to Port Eads, and once a week from head of jetties to Pilot Town.
31099		Morgan City, La., to Isabel, Texas ..		Morgan's Louisiana and Texas Railroad and Steamship Company, Charles A. Whitney & Co., managers.		465			2,400 00			Service twice a month, or as much oftener as steamships may run, at \$100 per round trip.
31100		Houston to Lynchburgh		Leon F. Allen		27		3	600 00			
WASHINGTON TERRITORY.												
43091		Mukilteo to Mount Vernon		W. K. Merwin		50		2	2,500 00			Once a month.
43092		Seattle to Squak		H. N. Warren		55½	.....	2	2,700 00	.....		
43093		Steilacoom City to Artondale		Emmett E. Hunt		10	.....	1	400 00	.....		
43095		Port Townsend to Neah Bay		L. B. Hastings and James Morgan		97	.....	1	2,990 00	.....		
43096		Port Townsend to Sitka, Alaska		Charles Goodall		1,083	.....	.....	16,000 00	.....		
43097		Port Townsend to Semiahmoo		James Gillmore and Harry Lott		140	.....	2	5,378 14	.....		
43098		Seattle to Sehome		James C. Brittain		27	.....	1	8,439 33	.....		
43099		New Tacoma to Port Townsend		Oregon Railway and Navigation Company, H. Villard, president.		167	.....	3	29,700 00	.....		
						98	.....	6		.....		
							1,727½			68,107 47		
44098		Myrtle Point to Bandon		Olaff Reed		40		3	600 00			Six times a week one way from May 1 to October 30, and once a week the residue of each year.
44099		Portland to The Dalles		Oregon Railway and Navigation Company, H. Villard, president.		111	.....	6	7,487 00	.....		
44100		Portland to Astoria		do		82	.....	6	5,000 00	.....		
						38	.....	3		.....		
						20	.....	2		.....		
							291			13,087 00		
46092		San Francisco to Stockton		California Steam Navigation Company.		125	.....	6	2,000 00	.....		
46093		Eureka to Arcata		G. W. B. Yocom		8	.....	12	1,200 00	.....		
46095		Lakeport to Lower Lake		R. T. Floyd		22½	.....	3	1,672 03	.....		
46096		San Francisco to Eureka		Charles Goodall		216	.....	1	6,500 00	.....		
46098		Tahoe to Tahoe		W. W. Lapham		76	.....	.....	4,485 24	.....		
46099		San Francisco to Sacramento		Central Pacific Railroad Company		171		6	6,000 00			Four trips a month.
46100		San Francisco to Portland, Oreg.		Oregon Railway and Navigation Co.		688	.....	.....	22,000 00	.....		
							1,306½			43,857 27		

E.—Table showing the increase and decrease in mail-transportation and cost during the year ended June 30, 1884.

States and Territories.	STAR SERVICE.				STEAMBOAT SERVICE.				RAILROAD SERVICE.				Total annual trans- portation.		Total annual cost.	
	Length of routes.		Cost.		Length of routes.		Cost.		Length of routes.		Cost.		Increase.	Decrease.	Increase.	Decrease.
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.						
											Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Maine	83		\$2,961		Miles.	97		\$700		Miles.	6	\$434		126,921	\$2,695	
New Hampshire	10		2,082		17		\$200			21		900		47,160	3,182	
Vermont	9		940											17,472	940	
Massachusetts	116		1,129		7		450			36			\$1,606			\$27
Rhode Island	12		956			58		9								
Connecticut	1		74												947	
New York	61		11,181		50		3,818			2		744		30,579	818	
New Jersey	13		1,177							356		121,923		1,209,287	136,922	
Pennsylvania	144		5,377							50		6,706		54,596	7,883	
Delaware	36		547							185		25,286		138,607	30,663	
Maryland	16		4,555							35		1,641		15,332	2,188	
Virginia	34		5,807		12			2,225		10		530			2,860	
West Virginia	67		4,346							29			1,841	17,960	3,966	
North Carolina	170		7,016			62		4,444		170		10,175		290,158	10,077	
South Carolina	268		2,747					395		82			537	252,241	6,874	
Georgia	209		2,730					400		53		3,371		141,359	6,518	
Florida	549			\$10,493	34			777		173		24,792			27,522	
Alabama	416			5,485						210		13,486			2,216	4,973
Mississippi	331			1,053						40		512				
Tennessee	291		4,039							364		41,831		385,064	40,778	
Kentucky	245		5,100							68		2,128		245,356	6,167	
Ohio	60		4,953							160		1,947		219,521	7,047	
Indiana	382		1,520							366		3,337		316,182	8,290	
Illinois	308		22,556							147		11,819		174,319	13,339	
Michigan	224		25,328			489				68		104,840		2,466,714	127,396	
Wisconsin	243		20,865					6,049		450		87,096		1,328,777	106,375	
Minnesota	34		22,036							76		103,984		1,097,659	124,849	
Iowa	291		12,809							571		139,790		1,285,276	161,826	
Missouri	145		31,081							278		171,965		2,103,626	184,774	
Arkansas	40			1,048				1,307		340		175,505		1,405,203	206,586	
Louisiana	91			3,320				13,950		18		9,896		4,629	7,541	56,832
Texas	345		14,071			198					68		39,562			
Indian Territory	86		1,208							708		10,589		608,511	24,660	
Kansas	238		6,204											6,500	1,208	
Nebraska	355		3,440							322		19,975		351,063	26,179	
Dakota Territory	1,204		40,724							199		16,828		109,002	20,268	
										143		13,477		515,226	54,201	

	75	98	37					43, 778	98
Montana Territory	57	23, 044	197					23, 044	
Wyoming Territory	327	25, 675	346					52, 181	
Colorado		10, 426	269			26, 506		16, 505	
New Mexico Territory	101	22, 582				6, 079		26, 741	
Arizona Territory	223	10, 478				4, 159		7, 606	
Utah Territory	38						2, 872		
Idaho Territory	187	12, 887	58						12, 887
Washington Territory	132	15, 654	149		9, 432			25, 086	
Oregon	269	21, 381	80	250		5, 724		26, 855	
Nevada	105		143						10, 449
California	152		135			3, 246		2, 111	
Alaska	345	1, 600						1, 600	
Total	4, 612	400, 399	7, 114	29, 711	162	1, 171, 221	46, 418	754, 889	85, 266
Increase		350, 463	6, 952			1, 124, 803			
Decrease	86			11, 048					

F.—Division of Inspection, Contract Bureau.—Deductions, fines, and remissions, year ending June 30, 1884.

States and Territories.	Star routes.			Railroad routes.			Steamboat routes.			Totals for the year.			
	Deductions.	Remissions.	Fines.	Deductions.	Remissions.	Fines.	Deductions.	Remissions.	Fines.	Deductions.	Remissions.	Fines.	Remissions.
Alabama.....	\$4,293 67	\$70 90	\$48 25	\$157 38	\$20 12	\$2 00	\$232 07	\$133 30	.....	\$4,683 12	\$224 32	\$50 25	\$5 00
Arkansas.....	4,353 03	30 05	65 61	351 29	1 80	5 00	3,620 80	55 62	.....	8,325 12	87 47	168 85	2 61
Arizona Territory.....	3,764 13	434 17	15 00	1,588 08	.....	.....	.....	.....	.....	5,352 21	434 17	15 00	.....
California.....	4,844 07	242 06	1,312 30	3,012 45	.....	.....	21 21	.....	.....	7,877 73	242 06	1,312 30	.....
Colorado.....	3,839 12	18 55	74 00	4,503 44	295 06	.....	.....	.....	.....	8,342 56	313 61	74 00	30 00
Connecticut.....	20 08	3 09	18 50	.....	.....	.....	.....	.....	.....	20 08	3 09	18 50	.....
Dakota Territory.....	4,775 32	62 52	128 61	2,261 35	40 25	.....	.....	.....	.....	7,036 67	102 77	128 61	.....
Delaware.....	16 20	10 06	.....	.....	.....	.....	.....	.....	.....	16 20	10 06	.....	.....
District of Columbia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida.....	534 05	15 21	5 00	29 59	4 29	.....	4,366 21	88 84	193 04	4,929 85	108 34	198 04	.....
Georgia.....	1,053 07	6 71	18 00	610 25	89 35	5 00	.....	.....	.....	1,663 32	96 06	23 00	9 00
Idaho Territory.....	1,466 59	214 59	.....	.....	.....	.....	.....	.....	.....	1,466 59	214 59	.....	.....
Illinois.....	1,225 33	29 53	101 37	2,574 84	195 35	.....	.....	.....	.....	3,800 17	224 88	101 37	73 39
Indiana.....	868 95	50 03	29 95	4,169 51	3,327 84	.....	.....	.....	.....	5,038 46	3,377 87	29 95	.....
Indian Territory.....	1,691 73	18 97	23 00	5 45	.....	.....	.....	.....	.....	1,697 18	18 97	23 00	.....
Iowa.....	1,594 70	505 51	47 96	5,558 40	97 40	.....	.....	.....	.....	7,153 10	602 91	47 96	19 75
Kansas.....	2,857 79	154 28	54 00	1,707 22	708 88	2 00	.....	.....	.....	4,565 01	863 16	56 00	.....
Kentucky.....	4,310 99	485 13	248 16	1,861 33	844 16	.....	4,985 65	71 43	.....	11,157 97	1,400 72	248 16	.....
Louisiana.....	2,629 28	251 25	186 00	2,501 40	745 07	15 00	3,737 34	226 08	24 13	8,868 02	1,222 40	225 13	.....
Maine.....	314 30	.....	6 00	106 49	.....	.....	32 08	.....	25 00	452 87	.....	31 00	2 23
Maryland.....	695 80	32 48	168 94	717 65	204 66	.....	1,191 37	.....	27 00	2,604 82	237 14	195 94	8 61
Massachusetts.....	18 13	.....	11 00	672 05	.....	.....	2,290 20	.....	.....	2,980 38	.....	11 00	.....
Michigan.....	1,473 87	39 57	71 79	793 88	26 48	5 00	265 00	.....	.....	2,532 75	66 05	76 79	10 00
Minnesota.....	1,335 54	341 76	42 90	8,006 38	749 88	.....	.....	.....	.....	9,341 92	1,091 64	42 90	.....
Mississippi.....	3,633 96	98 26	112 24	244 92	6 83	.....	103 82	.....	.....	3,982 70	105 09	112 24	.....
Missouri.....	3,938 17	449 62	464 80	5,261 29	1,800 89	.....	2,669 68	.....	.....	11,869 14	2,310 51	464 80	338 52
Montana Territory.....	2,916 17	1,276 27	25 00	50 31	5 59	.....	.....	.....	.....	2,966 48	1,281 86	25 00	.....
Nebraska.....	2,618 61	49 25	65 00	1,262 99	20 88	.....	.....	.....	.....	3,881 60	70 13	65 00	.....
Nevada.....	2,645 89	148 29	30 00	375 98	5 86	.....	.....	.....	.....	3,021 87	154 15	30 00	.....
New Hampshire.....	171 43	.....	7 20	1 87	1 87	.....	5 76	.....	.....	179 06	1 87	7 20	1 00
New Jersey.....	25 77	.....	.....	1,188 35	12 75	.....	.....	.....	.....	1,214 12	12 75	.....	.....
New Mexico Territory.....	1,381 84	.....	25 00	3,207 59	2 59	.....	.....	.....	.....	4,589 43	2 59	25 00	.....
New York.....	914 31	12 25	9,124 28	1,938 51	8 35	4 00	165 95	32 81	.....	3,018 77	53 41	9,128 28	5,262 01
North Carolina.....	2,365 62	41 43	1 61	801 10	.....	1 00	311 02	5 77	.....	3,477 74	47 20	2 61	.....
Ohio.....	984 43	60 12	228 31	8,292 37	4,847 19	3 00	1,986 08	.....	15 20	11,262 88	4,907 31	246 51	2 00
Oregon.....	798 05	138 06	176 56	925 90	24 52	.....	487 36	.....	.....	2,211 29	162 58	176 56	54 08
Pennsylvania.....	1,106 05	89 63	308 32	619 43	67 34	1 00	.....	.....	.....	1,725 48	156 97	309 32	257 85

[illegible]

RECAPITULATION.

Total deductions	\$194, 109 84
Total fines	15, 263 78
Total deductions and fines	209, 373 62
Remissions on deductions	\$22, 178 55
Remissions on fines	6, 164 98
Net deductions and fines (mail service)	28, 343 53
Net fines imposed on and deductions made from pay of railway mail-service employés during year	181, 030 09
Net fines imposed on and deductions made from pay of mail messengers during year	4, 016 49
	1, 352 66
Total during year	186, 399 24

G.—Table showing the weight of the mails, the speed with which they are conveyed, the accom on railroad routes in States in which the contract term expired June 30, 1884; and also ment of the pay in accordance with the acts of March 3, 1873, July 12, 1876, and June 17,

[ABBREVIATIONS.—f. f., fixtures and furniture; f. f. c., fixtures and furniture complete; r. p. o., railway lines or line; m., miles. A number followed by an asterisk (*) shows the equivalent in round trips.

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
1	N. Y..	6052	Buffalo, Elyria	Lake Shore and Michigan Southern Railway.	208.70	28	2,670,965	89,031
2	N. Y..	6052	Buffalo, Chicago	do.....	540	28	1,974,653	65,821
3	N. Y..	6052	Millbury, Toledo	do	8	28	2,539,582	84,652
4	Ohio..	21007	Elyria, Millbury	do	74.90	28	1,047,878	34,928
5	N. Y..	6052	Elkhart, Chicago	do	101.30	28	2,019,064	67,301
6	Ohio..	21032	Columbus, Pittsburgh ..	Pittsburgh, Cincinnati and Saint Louis Railway.	193.75	35	1,849,682	61,656
7	Ohio..	21015	Columbus, Indianapolis	Chicago, Saint Louis and Pittsburgh Railroad.	188.55	31	1,276,445	42,547
8	N. Y..	6052	Toledo, Elkhart	Lake Shore and Michigan Southern Railway.	142.7	28	1,134,930	37,830
9	Ind...	22002	Indianapolis, Terre Haute.	Terre Haute and Indianapolis Railroad.	74.39	35	1,226,243	40,874
10	Ind...	22044	Terre Haute, East Saint Louis.	do.....	166.69	35	1,149,039	38,301
11	Ill....	23035	Chicago, Milwaukee	Chicago, Milwaukee and Saint Paul Railway.	86.18	34.13	1,318,474	43,949
12	Ohio..	21045	Toledo, Elkhart	Lake Shore and Michigan Southern Railway.	134.48	28	972,386	32,412
13	Ill....	23007	Chicago, Burlington	Chicago, Burlington and Quincy Railroad.	206.48	39	1,638,656	54,621
14	Ill....	23015	Chicago, Davenport	Chicago, Rock Island and Pacific Railway.	182.92	25	288,020	9,600
15	Cal....	46001	San Francisco, Ogden City.	Central Pacific Railroad ..	834.03	21	562,642	18,754
16	Ohio..	21002	Pittsburgh, Chicago	Pennsylvania Company ...	468.20	28	764,982	25,499
17	Wis ..	25002	Milwaukee, La Crosse ..	Chicago, Milwaukee and Saint Paul Railway.	197.95	32	1,055,015	35,167
18	Ill....	23003	Chicago, Union Pacific Transfer (n. o.).	Chicago and Northwestern Railway.	490.14	23	259,273	8,642
19	Ohio..	21014	Columbus, Cincinnati ...	Pittsburgh, Cincinnati and Saint Louis Railway.	120.05	30	608,438	20,281
20	Minn .	26013	Minneapolis, La Crosse.	Chicago, Milwaukee and Saint Paul Railway.	142.57	38	850,808	28,360
21	N. Y..	6052	Elyria, Millbury	Lake Shore and Michigan Southern Railway.	79.3	28	1,514,766	50,492
22	Ky....	20004	Cincinnati, Louisville ..	Louisville and Nashville Railroad.	110.50	26	586,453	19,548
23	Mich.	24006	Detroit, Chicago	Michigan Central Railroad.	285.10	30.34	501,411	16,713

modations for mails and agents, the trips per week, and the rates of pay per mile per annum in other States and Territories, the returns having been obtained with a view to the readjust-1878.

post-office; b. c., baggage car; s. l., single line; d. l., double line; t. l., triple line; q. l., quadruple line;

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
r. p. o., 49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 5 l.; 17.8 by 9, 1 l.; 40 by 9, 1 l.	33.56*	945 63	330 00	183.76 m. at \$330. 25.5 m. at \$365.62. 30 days from Mar. 19, 1884. Part 1. 0.56 mile decrease.
-----	33.56*	945 63	-----	30 days from Mar. 19, 1884. Whole; see parts.
r. p. o., 17.8 by 9, 1 l.; 40 by 9, 1 l.; 49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 5 l.	33.56*	889 20	365 62	Part 3. 30 days from Mar. 19, 1884.
r. p. o., 17 by 8, $\frac{1}{2}$ l.; 49.5 by 9, $\frac{1}{2}$ l.; 50 by 9, $\frac{1}{2}$ l.; 60 by 9, 2 l.	23.5*	725 04	210 31	.04 m. increase. 30 days from Mar. 19, 1884.
r. p. o., 36 by 9, 1 l.; 49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 5 l.	33.56*	713 93	352 50	Part 5. 30 days from Mar. 19, 1884. 0.28 m. increase.
r. p. o., 60 by 8.6, 5 l.; 40 by 8.6, 1 l.	33.5*	637 83	275 00	.11 m. decrease. 30 days from March 19, 1884.
r. p. o., 60 by 8.6, 3 l.; 40 by 8.6, 1 l.	20.07*	468 54	175 00	.52 m. decrease. 30 days from Mar. 19, 1884.
r. p. o., 36 by 9, 1 l.; 49.5 by 9, $\frac{1}{2}$ l.; 50 by 9, $\frac{1}{2}$ l.; 60 by 9, 2 l.	33.56*	460 85	162 50	Part 4. 30 days from Mar. 19, 1884.
r. p. o., 60 by 9, f. f. c., 3 l.; storage cars. 40 by 8.7, 1 l.; apt. 16 by 9.2, f. f., 1 l.	26	444 60	175 00	30 days from Mar. 19, 1884.
r. p. o., 60 by 9, f. f. c.; storage cars 40 by 8.7; apt. 16 by 9.2, f. f.; 60 ft., 3 l.; 40 ft., 1 l.	20	444 60	175 00	Do.
r. p. o., 60.2 by 9.4, 3 l.; 49.3 by 9.3, 1 l. (40 ft. authorized).	36.54	415 53	125 00	30 days from Apr. 16, 1884.
r. p. o., 49.5 by 9, $\frac{1}{2}$ l.; 50 by 9, $\frac{1}{2}$ l.; 60 by 9, 3 l.	23.2*	401 00	190 00	30 days from Mar. 19, 1884. .13 m. increase.
r. p. o., 60 by —, 2 l.; 52 by —, 1 l.; 51 by —, 1 l. add'l to Galesburg, 163 m.; 40 by —, 1 l. add'l to Aurora, 37 m.	39.12*	389 03	105 00	30 days from Apr. 16, 1884. 164.4 m. r. p. o. at \$80.
r. p. o., 1 l. 49.4 by 9.4; 1 l. 50 by 9.4, f. f., c.	22.28	377 06	65 00	30 days from April 16, 1884.
r. p. o., 55.1 $\frac{1}{2}$ by 9.5 $\frac{1}{2}$, 1 l.; 55.1 $\frac{1}{2}$ by 9.5 $\frac{1}{2}$ (40 ft. auth.), 1 l. add'l to Port Costa; r. p. o., 55.1 $\frac{1}{2}$ by 9.5 $\frac{1}{2}$ (40 ft. auth.), 1 l. add'l between Sacramento and Roseville.	9.68*	360 81	75 00	783.62 m. r. p. o. at \$50. 30 days from Apr. 16, 1884.
50 by 8.4, 1 l.; 20 by 8.6, 1 l. (40 ft. authorized).	30*	356 54	35 00	279.50 m. r. p. o. at \$25. 30 days from March 19, 1884.
r. p. o., 60.2 by 9.4, f. f., d. l.; 60 by 9.4, 1 l.; 49.3 by 9.3 (40 ft. auth.), betw. Milwaukee and Portage.	22.73*	352 26	125 00	104.87 m. r. p. o. at \$100. 30 days from Apr. 16, 1884.
r. p. o., 50 by 9.5, d. l.	17.58	312 93	65 00	273.82 m. at \$250.35 (l. g.) for transportation. 273.82 m. at \$50, for r. p. o. cars. 30 days from Apr. 16, 1884.
r. p. o., 60 by 8.6, f. f. c., 2 l.; apt. 20 by 8.9, f. f., s. l.	28.18*	298 40	100 00	.11 m. decrease. 30 days from Mar. 19, 1884.
r. p. o., 60.2 by 9.4, 2 l.; 60 by 9.4, 1 l.	22.50*	293 27	50 00	30 days from Apr. 16, 1884.
r. p. o., 17.8 by 9, $\frac{1}{2}$ l.; 40 by 9, 1 l.; 49.5 by 9, $\frac{1}{2}$ l.; 50 by 9, $\frac{1}{2}$ l.; 60 by 9, 2 l. out and 60 by 9, 4 l. in.	33.56*	287 28	155 31	30 days from Mar. 19, 1884. Part 2.
r. p. o., 45 by 9, f. f. c., d. l. on 108.70 m.; apt. 10 by 7.2, f. f., s. l.	25.31*	280 44	60 00	.50 m. increase. 30 days from Mar. 19, 1884.
r. p. o., 1 l. 44 by 9; 1 l. 50 by 9; apt. 3 l. 16.1 $\frac{1}{2}$ by 8.3 $\frac{1}{2}$, av. Detroit to Wayne Junction; 2 l., 14.2 $\frac{1}{2}$ by 8, av. Wayne Junction to Jackson; 1 l., 17.4 by 9, av. Niles to Chicago.	34.94*	269 33	65 00	30 days from Mar. 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
24	Ind ...	22005	Indianapolis, La Fayette.	Cincinnati, Indianapolis, Saint Louis and Chicago Railroad.	64.90	30	643,284	21,442
25	Iowa...	27014	Davenport, Union Pacific Transfer (n. o.).	Chicago, Rock Island and Pacific Railway.	317.95	23½	144,807	4,827
26	Ind ...	22029	La Fayette, Kankakee...	Cincinnati, La Fayette and Chicago Railroad.	72.75	30	607,180	20,239
27	Ky....	20005	Louisville, Nashville...	Louisville and Nashville Railroad.	185	29	508,432	16,947
28	Ohio ..	21028	Cincinnati, Parkersburgh.	Cincinnati, Washington and Baltimore Railroad.	195.15	30	736,173	24,538
29	Ind ...	22003	Indianapolis, Cincinnati.	Cincinnati, Indianapolis, Saint Louis and Chicago Railroad.	111.50	30	544,627	18,154
30	Ky....	20017	Cincinnati Junction (n. o.), Sax.	Louisville and Nashville Railroad.	4.50	18	504,669	16,822
31	Ill ...	23010	Galesburgh, Quincy...	Chicago, Burlington and Quincy Railroad.	101.09	25	319,437	10,647
32	Ohio ..	21042	Cleveland, Cincinnati...	Cleveland, Columbus, Cincinnati and Indianapolis Railway.	244.6	25	413,669	13,788
33	Ill	23001	Chicago, Milwaukee...	Chicago and Northwestern Railway.	85.37	30	258,768	8,625
34	Iowa...	27005	Burlington, Union Pacific Transfer (n. o.).	Chicago, Burlington and Quincy Railroad.	291.48	24	1,110,957	37,031
35	Ohio ..	21010	Chicago, Newark	Baltimore and Ohio Railroad.	88.79	34	206,691	6,889
36	Ohio ..	21010	Sandusky, Newark	Baltimore and Ohio Railroad.	116.79	34	163,232	5,441
37	Wis ..	25010	Caledonia, Winona Junction (n. o.).	Chicago and Northwestern Railway.	189.52	26	235,474	7,849
38	Ohio ..	21001	Bellaire, Newark	Central Ohio Railroad	105.47	34	217,856	7,261
39	Ohio ..	21001	Bellaire, Columbus.....	do	138.47	34	172,548	5,751
40	Ill	23054	Chicago, Lanark Junction (n. o.).	Chicago, Milwaukee and Saint Paul Railway.	116.50	27	208,933	6,964
41	Ohio ..	21019	Toledo, Quincy	Wabash, Saint Louis and Pacific Railway.	473.99	25	337,288	11,242
42	Ky....	20008	Bowling Green, Memphis.	Louisville and Nashville Railroad.	262.67	23	230,810	7,693
43	Ga	15001	Atlanta, Air Line Junction (n. o.).	Richmond and Danville Railroad.	268.03	30	287,872	9,595
44	Wis ..	25014	Winona, Winona Junction (n. o.).	Chicago and Northwestern Railway.	29.82	25	182,155	6,071
45	Wis ..	25009	Chicago, Fort Howard...	do	242.70	24	191,201	6,373
46	N. C ..	13002	Weldon, Wilmington...	Wilmington and Weldon Railroad.	162.07	35	338,747	11,291
47	Ohio ..	21047	Chicago, Ohio, Chicago, Ill.	Baltimore and Ohio Railroad.	271	30	147,920	4,930
48	Ind ...	22010	Cincinnati, East Saint Louis.	Ohio and Mississippi Railway.	338.20	30	556,656	18,554
49	Ohio ..	21016	Galion, Indianapolis...	Cleveland, Columbus, Cincinnati and Indianapolis Railway.	204.07	30	176,469	5,882
50	Miss ..	18001	New Orleans, Cairo	Illinois Central Railroad...	550.80	24	129,539	4,317
51	Cal ...	46003	Roseville, Redding	Central Pacific Railroad...	151.74	23	81,703	2,723
52	Ga	15002	Atlanta, Chattanooga...	Western and Atlantic R. R.	138.47	24	241,754	8,067
53	Ga	15009	Savannah, Jacksonville.	Savannah, Florida and Western Railway.	171.50	31	223,276	7,442
54	S. C ...	14002	Columbia, Wilmington...	Wilmington, Columbia and Augusta Railroad.	193	35	203,450	6,781
55	Tenn ..	19004	Nashville, Chattanooga.	Nashville, Chattanooga and Saint Louis Railway.	151	30	141,133	4,704
56	Tenn ..	19002	Bristol, Chattanooga...	East Tennessee, Virginia and Georgia Railroad.	242.17	30	195,632	6,520

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
50 by 9.5, 1 l.; 40.4 by 9.5, 1 l.	21.68*	267 62	65 00	30 days from Mar. 19, 1884.
r. p. o. 49.4 by 9.4, f. f., d. l.; 50 by 9.4, d. l.	16.86	259 24	65 00	264 m. for \$50. All land grant. 30 days from Mar. 19, 1884.
r. p. o. 50 by 9.5, 1 l., 40.4 by 9.5, 1 l.	14.8*	253 08	65 00	30 days from Mar. 19, 1884.
r. p. o. 45 by 9, f. f. c., d. l.; apt. 17.7 by 9.6, f. f., s. l.	23.3*	251 37	60 00	.77 m. increase. 30 days from Mar. 19, 1884.
r. p. o. 50 by 9, f. f. c., d. l.; apt. 13 by 7.4, s. l.	30*	247 95	80 00	30 days from Mar. 19, 1884.
50 by 9.5, 1 l.; 40.4 by 9.5, 2 l.	33.05*	240 26	90 00	Do.
r. p. o. 45 by 9, f. f. c., d. l.	17*	238.55	60 00	.50 m. increase. 30 days from Mar. 19, 1884.
r. p. o. 51.3 by 8.9, 1 l.; 39.3 by 8.9, 1 l. (40 ft. auth.).	20	224 87	50 00	30 days from Apr. 16, 1884.
r. p. o. 40 by 9.2, f. f. c., t. l. for 80 m., d. l. residue; apt. 22 by 8.11, f. f., s. l.	27.63*	224 01	75 00	164.34 m. r. p. o. at \$50. .26 m. increase. 30 days from Mar. 19, 1884.
r. p. o. 50 by 9.5, d. l. (35 ft. auth.) ..	32	214 61	44 00	30 days from Apr. 16, 1884.
r. p. o. 60.8 by 9.3, d. l.; 52 by —, 1 l.	18.62*	203 83	79 13	275 m. at \$203.83 (l. g.); 16.48 m. at \$254.79 for transportation. 30 days from Apr. 16, 1884.
r. p. o. 50 by 8, f. f. c., s. l.; apt. 20 by 9, f. f., s. l.	17.55*	201 78	40 00	Part.
r. p. o. 50 by 8, f. f. c., s. l.; apt. 20 by 9, f. f., s. l.	17.55*	201 78	40 00	.09 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 50 by 9.5, 1 l.; apt. 36 by 9.5, 1 l.	20	200 93	40 00	30 days from Apr. 16, 1884.
r. p. o. 50 by 8, f. f. c., s. l.	20.54	194 94	40 00	Part.
r. p. o. 50 by 8, 1 l. between Bell-air and Newark, 105.47 m.; apt. 20 by 9; s. l. res.	20.54*	194 94	40 00	33 m. at \$102.60 for trans.; 56 m. decrease. 30 days from March 19, 1884. See parts.
r. p. o. 39.4 by 9.4, 2 l. (none auth.); apt. 23.7 by 9.3, 1 l.	18	193 23	.....	30 days from Apr. 16, 1884.
r. p. o. 50 by 9, f. f. c., d. l. for 122.40 m.; s. l. res.; apt. 36 by 9.6, f. f., s. l.	14.14*	191 52	80 00	.55 m. decrease; \$40 per mile for r. p. o. cars on 352.14 m.; 30 days from Mar. 19, 1884.
r. p. o. 45 by 9, f. f. c., s. l.	14	186 39	30 00	.53 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 49.4 by 9.3, f. f. c., d. l.	14	183 83	80 00	1.30 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 50 by 9.5, f. f., 1 l.; apt. 36 by 9.5.	13	183 83	40 00	30 days from Apr. 16, 1884.
r. p. o. 50 by 9.5, 2 l. to Harvard, 62.70 m.; 36 by 9.5; 1 l. to Harvard; 1 l. res., 180 m.	17.43	182 97	80 00	66 m. at \$146.37 (l. g) for transportation; 180 m. at \$40 for r. p. o.; 30 days from Apr. 16, 1884.
r. p. o. 50.3 by 8.10, 2 l.	17.5*	179 55	80 00	30 days from Mar. 19, 1884.
r. p. o. 50 by 8.8, f. f. c., s. l.	20	179 55	40 00	.03 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 50 by 9, f. f. c., d. l.	20.4*	177 84	70 00	.40 m. decrease. 30 days from Mar. 19, 1884.
40 by 9.4, f. f., s. l.	21.31*	174.42	25 00	30 days from Mar. 19, 1884.
r. p. o. 45 by —, f. f. c., s. l. (40 ft. cars auth.).	14	171 86	25 00	.33 m. increase. 30 days from Mar. 19, 1884.
r. p. o. 55.1 $\frac{1}{2}$ by 9.5 $\frac{1}{2}$, 1 l. (40 ft. auth.).	8.81*	170 15	25 00	30 days from Apr. 16, 1884.
r. p. o. 41.10 by 8.8, 2 l.; 49.3 by 9.6, 1 l. (2 lines of 40 ft. auth.)	21	169 29	90 00	30 days from Mar. 19, 1884.
r. p. o. 50 by 9, f. f. c., d. l.	14	168 44	65 00	1.25 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 50.3 by 8.10, f. f. c., d. l.	14	165 87	80 00	83 m. at \$68.40 for transportation r. p. o. on 110 m. only. 30 days from Mar. 19, 1884.
r. p. o. 20 by 9.2, f. f., s. l.	20	165 87	12 50	30 days from Mar. 19, 1884.
r. p. o. 40 by 8.9. (av.), d. l.	15.18*	163 31	50 00	Do.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
57	Mich..	24001	Toledo, Detroit	Lake Shore and Michigan Southern Railway.	64.90	22.26	139,048	4,634
58	S. C ...	14005	Charleston, Florence....	Northeastern Railroad.....	102	31	249,803	8,326
59	Mich..	24028	Detroit, Fort Gratiot....	Chicago, Detroit and Canada Grand Trunk Junction Railroad.	58.65	22.71	71,699	2,389
60	Mich ..	24035	Toledo, Detroit	Michigan Central Railroad.	59.50	27.36	163,089	5,436
61	Ind ...	22007	New Albany, Indianapolis.	Pennsylvania Company....	114.04	.....	117,532	3,917
62	Ohio ..	21006	Cleveland, Wellsville ...	do	101.29	.....	251,239	8,374
63	Pa	8123	Pittsburgh, Youngstown.	Pittsburgh and Lake Erie Railroad.	70.93	23	104,279	3,475
64	S. C ...	14004	Charleston, Savannah...	Charleston and Savannah Railway.	115	30	215,754	7,191
65	Oreg..	44001	Portland, Julia	Oregon and California Railroad.	263.43	17½	66,147	2,204
66	Ga....	15004	Augusta, Atlanta.....	Georgia Railroad	171.59	24½	81,821	2,727
67	Utah ..	41003	Ogden City, Butte City ..	Union Pacific Railway.....	417.27	17	67,017	2,233
68	Ga	15012	Macon, Atlanta	Central Railroad and Banking Company.	103.83	25	150,415	5,013
69	Minn ..	26004	East Saint Cloud, Saint Vincent.	Saint Paul, Minneapolis and Manitoba Railway.	316.69	22	111,929	3,730
70	Mich ..	24013	Detroit, Mackinaw City..	Michigan Central Railroad.	290.22	21	58,732	1,957
71	Ga	15018	Waycross, Albany.....	Savannah, Florida and Western Railway.	163.11	25	32,237	1,074
72	Ga	15036	Dupont, Branford.....	do	72.62	20	5,884	196
73	Mich..	24027	Detroit, Grand Haven ..	Detroit, Grand Haven and Milwaukee Railway.	189.06	24.19	91,140	3,038
74	Ky	20020	Cincinnati, Chattanooga.	Cincinnati, New Orleans and Texas Pacific Railway.	338.20	28	142,883	4,762
75	Ohio ..	21026	Cincinnati, Dayton	Cincinnati, Hamilton and Dayton Railroad.	59.38	28	167,314	5,577
76	Oreg ..	44005	Portland, Wallula	Oregon Railway and Navigation Company.	214.80	18	197,892	6,596
77	Ohio ..	21023	Dayton, Toledo	Dayton and Michigan Railroad.	142.61	28	124,251	4,141
78	Oreg ..	44001	Portland, Ashland	Oregon and California Railroad.	342.69	14	49,394	1,646
79	Mich..	24015	Monroe, Ludington	Flint and Pere Marquette Railroad.	254.41	30	79,619	2,653
80	Mich..	24010	Jackson, Grand Rapids ..	Michigan Central Railroad.	94.72	23.43	58,760	1,958
81	Ill.....	23005	Rock Island, East Saint Louis	Chicago, Burlington and Quincy Railroad.	245.52	23	68,381	2,279
82	Nebr ..	34002	Plattsmouth, Kearney ..	Burlington and Missouri River Railroad, in Nebraska.	191.11	21	118,944	3,964
83	Wis ..	25011	Kenosha, Rockford	Chicago and Northwestern Railway.	72.40	11	67,693	2,256
84	N. C ..	13007	Charlotte, Augusta	Charlotte, Columbia and Augusta Railroad.	192.56	21	62,469	2,082
85	Mich..	24017	Detroit, Howard City...	Detroit, Lansing and Northern Railroad.	160.72	23	63,220	2,107
86	Mont.	36001	Silver Bow, Garrison ...	Utah and Northern Railway.	44.32	21	55,010	1,833
87	Ind ...	22012	Evansville, Terre Haute.	Evansville and Terre Haute Railroad.	110.31	27	73,634	2,454
88	Ind ...	22018	Indianapolis, Peoria	Indiana, Bloomington and Western Railway.	213.02	25	82,282	2,742
89	Ohio ..	21013	Columbus, Delaware....	Cleveland, Columbus, Cincinnati and Indianapolis Railway.	25.51	25	62,301	2,076

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
r. p. o. 36 by 9.4, Toledo to Detroit; apt. 20 by 8.10½, Monroe to Toledo.	23	161 60	.....	30 days from Mar. 19, 1884.
r. p. p. 49.10 by 9.10, f. f. c., d. l.; apt. 42.9 by 9 f. f.	14	160 74	50 00	Do.
r. p. o. (apt.) 23 by 6	18.93*	158 18	.....	Do.
r. p. o. (apt.) 12 by 8.8, s. l.	26	155 61	.....	Do.
14.8 by 8.5, f. f., d. l.	26.03*	155 61	.....	.73 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 21.5 by 9.4 (av.), f. f., s. l.	19.9*	150 48	25 00	.61 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 18.8 by 9.2, 1 l.	26	149 63	.....	30 days from Mar. 19, 1884.
r. p. o. 49.10 by 9, f. f. c., 1 l. 39.10 by 9.3, f. f. c.; 1 l.	14	147 06	65 00	Do.
20.5½ by 8.10½	7.83*	144 50	.....	30 days from Aug. 16, 1883.
r. p. o. 21.2 by 8.8 (av.), f. f. c., d. l.	21	143 64	25 00	1 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 40 by 7.5½ (not auth.), 1 l. to Silver Bow, 409.80 m.; no apt. residue, 7.47 m.	7	138 51	.....	30 days from Apr. 16, 1884.
20 by 8.10, f. f. s. l.	14	136 80	.....	.03 m. increase. 30 days from Mar. 19, 1884.
r. p. o. 40 by 8.9, f. f., s. l. (not auth.)	9.18*	136 80	.....	30 days from Apr. 16, 1884.
r. p. o. (apt.), av., 15.11 by 9.1, d. l. 108 m., s. l. res.	12.36*	136 80	.....	182.44 m. at \$100.04. 30 days from Mar. 19, 1884.
17.6 by 9, f. f., s. l.	12.49*	135 95	.....	.57 m. increase. 128.24 m. at \$55.58. 30 days from Mar. 19, 1884.
17.6 by 9.1, f. f., s. l.	7	135 95	.....	.17 m. increase. 30 days from Mar. 19, 1884.
22.4 by 8.5 (av.), d. l. 157.50 m., s. l. residue.	22.69	135 09	.....	30 days from Mar. 19, 1884.
24.1 by 9.1, f. f., s. l.	16.84*	134 24	.....	.70 m. increase. 30 days from Mar. 19, 1884.
r. p. o. 20 by 8.7, f. f., d. l.	37.28*	131 53	.....	1.03 m. decrease. 30 days from Mar. 19, 1884.
19.2 by 9, f. f., s. l.	7	130 82	.....	30 days from Apr. 16, 1884.
r. p. o. 20 by 8.7, f. f. c., s. l.	19.55*	130 82	12 50	.34 m. decrease. 30 days from Mar. 19, 1884.
20.5½ by 8.10, f. f., s. l.	7.41*	130 82	.....	30 days from Apr. 16, 1884.
r. p. o. (apt.) 20 by 8.10½, d. l. 210.57 m., s. l. res.	16.87	129 96	.....	171.06 m. at \$103.96 (l. g.). 30 days from Mar. 19, 1884.
r. p. o. (apt.) 10.7 by 8.6 (av.), d. l.	25	129 96	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.) 19.3 by 9, f. f.	15.22*	129 11	.....	30 days from Apr. 16, 1884.
r. p. o. 39.2 by 9.1, 1 l. between Oreopolis June. (n.o.) and Hastings, 147.50 m.	14.47*	128 25	25 00	\$25 per m. r. p. o. for 147.50 m. 30 days from Apr. 16, 1884.
r. p. o. 50 by 9.5, 2 l. (1 l. auth.), apt. 12.6 by 7.2.	11.40*	128 25	40 00	30 days from Apr. 16, 1884.
20.7 by 9, f. f., s. l.	10.09*	128 25	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.) 17.6 by 8.11 (av)	17.28*	126 54	.....	Do.
r. p. o. 40 by 7.5½, 1 l. (not auth.) ..	7	120 56	.....	30 days from Apr. 16, 1884.
17.4 by 8.8, f. f., s. l.	17.03*	118 85	.....	.14 m. decrease. 30 days from Mar. 19, 1884.
19.4 by 8.6, f. f., s. l.	15.09	113 72	.....	30 days from March 19, 1884.
9.6 by 9.1, f. f., s. l.	20	113 72	.....	.19 m. decrease. 30 days from Mar. 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
90	Mich.	24004	White Pigeon, Grand Rapids.	Lake Shore and Michigan Southern Railway.	96.32	24.78	52,828	1,760
91	Ohio..	21003	Pittsburgh, Bellaire....	Pennsylvania Company...	94.8	30	149,610	4,986
92	Tenn..	19006	Nashville, Decatur.....	Louisville and Nashville Railroad.	120.10	26	100,510	3,350
93	Ky...	20002	Covington, Lexington..	Kentucky Central Railroad.	98.86	.....	73,814	2,460
94	Nebr..	34004	Omaha, Oreopolis Junction (n. o.).	Omaha and Southwestern Railroad.	16.60	20	78,518	2,617
95	Ohio..	21051	Columbus, Coal Grove..	Scioto Valley Railway.....	132	.....	57,400	1,913
96	Fla...	16018	Jacksonville, Palatka...	Jacksonville, Tampa and Key West Railway.	56.21	26	48,211	1,607
97	Minn..	26006	Saint Paul, Breckenridge	St. Paul, Minneapolis and Manitoba Railway.	216.88	24	109,999	3,666
98	Oreg..	44005	Portland, Wallula.....	Oregon Railway and Navigation Company.	214.80	20	65,450	2,181
99	Minn..	26005	Breckenridge, Fargo...	St. Paul, Minneapolis and Manitoba Railway.	53.27	23	80,945	2,698
100	Wis...	25016	Milwaukee, Crivitz.....	Milwaukee and Northern and Wisconsin and Michigan Railroads.	166.49	24	36,746	1,224
101	Iowa..	27073	Pacific Junction, Platts-mouth.	Chicago, Burlington and Quincy Railroad.	6.89	20	142,967	4,765
102	Ohio..	21005	Cleveland, Sharpsville..	New York, Pennsylvania and Ohio Railroad.	84.37	30	114,449	3,814
103	Iowa..	27028	Savanna, U. P. Transfer (n. o.).	Chicago, Milwaukee and St. Paul Railway.	351.18	23	52,791	1,759
104	Fla...	16006	Jacksonville, Lake City.	Florida Central and Western Railroad.	60.32	25	30,345	1,011
105	Mich..	24031	Fort Howard, Ishpeming.	Chicago and Northwestern Railway.	179.45	23	75,878	2,529
106	Ohio..	21001	Newark, Columbus.....	Central Ohio Railroad.....	33	34	28,385	946
107	Ala...	17005	Memphis, Chattanooga..	Memphis and Charleston Railroad.	310.40	.....	66,600	2,220
108	Mich..	24009	Jackson, Bay City.....	Michigan Central Railroad.	114.81	21.81	42,718	1,423
109	Wis...	25016	Milwaukee, Dickinson..	Milwaukee and Northern and Wisconsin and Michigan Railroads.	155.40	22½	45,650	1,521
110	Ky...	20016	Lexington, Huntington..	Chesapeake and Ohio Railway.	140.20	.....	39,002	1,300
111	Mich..	24021	Grand Rapids, La Crosse	Chicago and West Michigan Railway.	154.54	20.21	54,880	1,829
112	Mich..	24052	Pent Water, Muskegon..	 do.....	45.13	15	13,295	443
113	Ky...	20009	Louisville, Memphis....	Chesapeake, Ohio and Southwestern Railroad.	389.40	21	28,458	948
114	Ind...	22025	Indianapolis, Terre Haute.	Indianapolis and St. Louis Railway.	73.29	27	44,359	1,477
115	Ohio..	21034	Salamanca, Dayton.....	New York, Pennsylvania and Ohio Railroad.	389.21	30	61,216	2,040
116	Colo..	38012	Salida, Ogden City.....	Denver and Rio Grande Railway.	555.64	17	38,444	1,281
117	Mich..	24048	East Saginaw, Bay City.	Flint and Pere Marquette Railroad.	13.21	25.22	39,019	1,300
118	Dak...	35005	Fargo, Neche.....	St. Paul, Minneapolis and Manitoba Railway.	158.29	23	89,891	2,996
119	S. C...	14017	Branchville, Augusta...	South Carolina Railway...	76.43	30	23,825	794
120	N. C...	13006	Salisbury, Warm Springs	Western North Carolina Railroad.	182.25	20	45,388	1,512
121	Mich..	24003	Adrian, Jackson.....	Lake Shore and Michigan Southern Railway.	47.41	24.69	35,701	1,190
122	Ga....	15016	Macon, Enfaula.....	Southwestern Railroad...	144.57	25	31,495	1,049
123	Ga....	15044	Climax, Chattahoochee..	Savannah, Florida and Western Railway.	32.17	30	30,906	1,030
124	Iowa..	27033	Albia, Des Moines.....	Chicago, Burlington and Quincy Railroad.	68.88	24	70,807	2,360
125	Wis...	25017	Milwaukee, Ashland....	Wisconsin Central Railroad.	349.66	20	48,224	1,607
126	Tenn..	19007	Nashville, Hickman....	Nashville, Chattanooga and St. Louis Railway.	170.11	25	44,079	1,469

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
15.6 by 8.5 (av.), d. l.	12	113 72	.....	30 days from Mar. 19, 1884.
14.10 by 8.7, 1 l., 19.10 by 8.7, 2 l. to Wellsville, 48.2 m.	21.05*	112 86	25 00	.12 m. increase. r. p. o. cars 48.2 m. 30 days from March 19, 1884.
18 by 9, f. f., s. l.	14	112 86	.....	2.23 m. decrease. 30 days from Mar. 19, 1884.
12.6 by 9, f. f., d. l. to Paris 78.83 m., s. l. res.	18	112 86	.....	1.12 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 39.2 by 9, 1 l.	35	111 15	25 00	30 days from Apr. 16, 1884.
12.1 by 6.8, d. l.	13	111 15	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.) 14.2 by 7.3; no clerk..	13	111 15	.....	Do.
av. 22.10 by 8.9, f. f., d. l. to Minneapolis, 12.06 m.; s. l. residue, 204.82 m.	10.17*	110 13	.....	30 days from Apr. 16, 1884.
19.2 by 9, f. f., s. l.	6	109 44	.....	Weighed for 30 days in April, 1883.
22 by 8.9, f. f., s. l.	6	107 73	.....	30 days from Apr. 28, 1884.
r. p. o. (apt.) 24 by 8.10, 1 l.	10.11	107 73	.....	140.38 m. at \$107.73. 30 days from Apr. 16, 1884.
no apt.	35	107 39	.....	For 3.30 m. (l. g.). 30 days from Apr. 16, 1884.
18 by 8.11, f. f., s. l.	24.07*	106 88	.....	.13 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 20.4 by 9.4.	12	106 02	.....	30 days from Apr. 16, 1884.
(av.) 12.1 by 6.8, f. f., s. l.	7	103 97	.....	30 days from Mar. 24, 1884.
r. p. o. (apt.) 36 by 9.6, s. l.	8.69*	103 29	.....	All land grant. 30 days from Apr. 16, 1884.
apt. 20 by 9, f. f., s. l.	20.54*	102 60	.....	Part. 30 days from March 19, 1884.
14.11 by 9, f. f., s. l.	7.75*	100 04	.....	.54 m. increase. 38 m. lap at \$1,000 per annum. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 16.11 by 9 (av.), d. l.	12.78*	100 04	.....	30 days from Mar. 19, 1884.
apt. 21 by 9, f. f., s. l. to Green Bay; no clk res.	10.87*	99 18	.....	For 114.53 m. .36 m. increase. 30 days from March 19, 1884.
12.6 by 9, f. f., s. l.	13	98 33	.....	30 days from Mar. 19, 1884. .74 miles decrease.
15 by 9, f. f., s. l.	15.64*	96 62	.....	30 days from Mar. 19, 1884. 25.46 m. at \$110.30.
9.9 by 6.8 (av.), f. f., s. l.	11.02	96 62	.....	30 days from Mar. 19, 1884.
15 by 9.4, f. f., s. l.	9.9*	95 76	.....	2.96 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. 40 by 9.1½, s. l.	19.78*	94 05	25 00	.84 m. increase. 30 days from March 19, 1884.
24 by 9.2 (av.), s. l.	20.9*	93 20	.....	.10 m. decrease. 30 days from Mar. 19, 1884.
19.8 by 7.5, f. f., s. l.	7.26*	90 63	.....	30 days from Apr. 16, 1884.
r. p. o. (apt.) 20 by 8.10½, f. f.	25	88 92	.....	30 days from Mar. 19, 1884.
av. 22.10 by 8.9, f. f., s. l.	6	88 07	.....	30 days from Apr. 16, 1884.
18.9 by 8.6, f. f., s. l.	21.66*	88 07	.....	.98 m. increase. 30 days from Mar. 19, 1884.
21 by 8.4, f. f., s. l.	7	86 36	.....	1.42 m. decrease. 30 days from Mar. 19, 1884.
11.2 by 8.10, f. f., s. l.	12	86 36	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.) 23 by 9.1, f. f., 1 l.	7	86 36	.....	.58 m. increase. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 17.6 by 9.1, f. f., 1 l.	7	86 36	.....	.52 m. increase. 30 days from Mar. 19, 1884.
17 by 9, s. l.	13	85 50	.....	30 days from Apr. 16, 1884.
r. p. o. (apt.) 21 by 9.3, s. l.	13.05	85 50	.....	189.06 m. at \$38.40 (l. g.).
13 by 8.6, f. f., s. l.	17.01*	85 50	.....	.45 m. decrease. 30 days from Mar. 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

der	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
127	Ga....	15013	Rome, Brunswick	East Tennessee, Virginia and Georgia Railroad.	350.80	25	20,012	667
128	Mo...	28017	Springfield, Memphis...	Kansas City, Springfield and Memphis Railroad.	286.63	20	21,328	710
129	Ohio..	21025	Hamilton, Richmond ...	Cincinnati, Richmond and Chicago Railroad.	45.06	28	48,179	1,605
130	Ky...	20003	La Grange, Lexington..	Louisville and Nashville Railroad.	67.44	26	37,295	1,243
131	Ohio..	21010	Sandusky, Chicago	Baltimore and Ohio Railroad.	28	.....	34,891	1,162
132	Ky...	20016	Lexington, Huntington..	Chesapeake and Ohio Railway.	140.94	23	28,570	952
133	S. C...	14003	Columbia, Charleston...	South Carolina Railway...	131.50	33	43,882	1,462
134	Ind...	22043	Terre Haute, East Saint Louis.	Indianapolis and St. Louis Railway.	190.13	27	36,704	1,222
135	Wis..	25030	El Roy, Saint Paul	Chicago, St. Paul, Minneapolis and Omaha Railway.	197.02	22	75,355	2,511
136	Minn..	26001	Brainerd, Livingston ...	Northern Pacific Railroad.	895.29	20	63,543	2,118
137	Minn..	26001	Duluth, Livingston	do.....	1,005.89	20	57,114	1,903
138	Ky...	20010	Elizabethtown, Cecilian.	Chesapeake, Ohio and Southwestern Railroad.	6.37	18	2,066	68
139	Me...	10	Portland, South Lunenburg.	Portland and Ogdensburgh Railroad.	114.05	23	67,218	1,120
140	Mich..	24018	Fort Wayne, Mackinaw City.	Grand Rapids and Indiana Railroad.	368.90	23	54,944	1,831
141	Ala...	17003	Montgomery, Eufaula ..	Montgomery and Eufaula Railroad.	80.49	25	25,810	860
142	Mich..	24002	Monroe, Adrian	Lake Shore and Michigan Southern Railway.	34.90	26.14	20,234	674
143	Ohio..	21033	Columbus, Indianapolis.	Indiana, Bloomington and Western Railway.	185.66	.....	37,741	1,258
144	Ind...	22004	Indianapolis, Michigan City.	Wabash, Saint Louis and Pacific Railway.	161.62	22	27,399	913
145	Ohio..	21004	Hudson, Columbus	Cleveland, Mount Vernon and Delaware Railroad.	145.15	27	25,240	841
146	Ind...	22008	Louisville Junction (n. o.), Michigan City.	Louisville, New Albany and Chicago Railway.	293.63	25	29,033	967
147	Miss..	18003	Vicksburgh, Meridian ..	Vicksburgh and Meridian Railroad.	140.69	18	45,961	1,531
148	Pa....	8055	Pittsburgh, Washington	Pittsburgh, Cincinnati and Saint Louis Railway.	23.49	19	35,371	1,179
149	Ind...	22038	Indianapolis, Chicago...	Louisville, New Albany and Chicago Railway.	184.08	25	23,557	785
150	W. Va.	12005	Steubenville, Wheeling..	Pittsburgh, Cincinnati and Saint Louis Railway.	26.13	25	22,408	746
151	Ala...	17015	Chattanooga, Meridian..	Alabama and Great Southern Railroad.	295.45	30	68,204	2,273
152	Ga....	15010	Savannah, Macon	Central Railroad and Banking Company.	190.58	27	64,710	2,157
153	Mich..	24045	Manistee Junction (n. o.), Manistee.	Flint and Pere Marquette Railroad.	27.13	25.09	27,053	901
154	Ala...	17007	Opelika, Columbus	Columbus and Western Railway.	29.53	17	24,734	824
155	Ohio..	21012	Springfield, Sandusky...	Indiana, Bloomington and Western Railway.	131.35	25	32,023	1,067
156	Mich..	24039	Fort Gratiot, Chicago...	Chicago and Grand Trunk Railway.	338.46	26.5	24,343	811
157	N. C..	13001	Raleigh, Weldon	Raleigh and Gaston Railroad.	97.78	28	41,088	1,369
158	Ohio..	21074	Logan, Pomeroy	Columbus, Hocking Valley and Toledo Railway.	83.71	22	27,013	900
159	Ohio..	21062	Andover, Youngstown..	Lake Shore and Michigan Southern Railway.	38.84	19	18,388	612
160	Ohio..	21018	Portsmouth, Hamden Junction.	Cincinnati, Washington and Baltimore Railroad.	56	22	10,568	352
161	Ohio..	21036	Columbus, Athens	Columbus, Hocking Valley and Toledo Railway.	77.44	23	33,785	1,125

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
15.2 by 7.5, f. f., s. l	7	85 50	.....	.72 m. decrease. 18.31 m. lap service. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 18.1 $\frac{3}{4}$ by 8.10 $\frac{3}{4}$	7	83 79	.....	30 days from Jan. 9, 1884.
12.6 by 9.3 f. f., s. l.....	19	82 94	.....	.98 m. decrease. 30 days from Mar. 19, 1884.
11.6 by 7.6, f. f., s. l	19	82 94	.....	.19 m. increase. 30 days from Mar. 19, 1884.
apt. 20 by 9, f. f., s. l	17.55*	82 94	.....	Part. 30 days from March 19, 1884.
19 by 8.11, f. f., s. l	14.51*	82 94	.....	30 days from Aug. 6, 1883.
18.9 by 8.6, f. f., s. l	15.2*	82 08	.....	.48 m. increase. 30 days from Mar. 19, 1884.
r. p. o. 40 by 9.1 $\frac{1}{2}$, s. l.....	18.55*	82 08	25 00	.14 m. increase. 30 days from March 19, 1884.
r. p. o. (apt.) 24 by 9	19.55*	81 40	.....	1.38 m. decrease. 30 days from Apr. 4, 1883.
24.6 by 9, f. f., s. l	9.15*	81 40	.....	On 554.26 m. .47 m. increase. Part.
24.6 by 9, f. f., s. l. between Brain- erd and Livingston, 895.29 m.; no clerk residue.	9.15*	81 40	.....	4.49 m. decrease.
no apt	12	81 23	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.) 13 by 6.8, f. f., 2 l. to Fryeburgh, 49 m.; 1 l. res., 65.05 m.	16.15	80 37	.....	30 days from Aug. 15, 1883.
r. p. o. (apt.) av. 19.8 by 8 3, d. l. 240.78 m.; s. l. res.	15.91*	80 03	.....	333.48 m. (l. g.). 35.42 m. at \$100.04. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 23 by 9.1, f. f., 1 l.....	7	79 52	.....	.24 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 10.5 by 7.11 (av.)	14.15*	79 52	.....	30 days from Mar. 19, 1884.
12.9 by 7.9, f. f., s. l	19.50*	78 66	.....	30 days from Mar. 19, 1884. 139.8 m., at \$64.13.
14 by 9.2, f. f., s. l.....	16.54*	78 66	.....	.45 m. increase. 30 days from March 19, 1884.
15.4 by 8.10, f. f., s. l	15.07*	78 66	.....	1.48 m. decrease. 30 days from Mar. 19, 1884.
14 by 9, s. l	11.15*	77 81	.....	30 days from March 19, 1884.
54.5 by 9.2, f. f., s. l	7	76 10	.....	95.21 m. at \$60.88 (l. g.). 30 days from Mar. 19, 1884.
r. p. o. (apt.) 15 by 9.1, 2 l.....	24	76 10	.....	30 days from May 1, 1884.
14 by 9, f. f., s. l.....	9.35*	76 10	.....	20.70 m. at \$33.35 lap service. 30 days from Mar. 19, 1884.
no apt	24	76 10	.....	30 days from Mar. 19, 1884.
49.4 by 9.3, f. f., s. l	14	75 24	.....	.09 m. decrease. 270.50 m. at \$60.20 (l. g.). 30 days from Mar. 19, 1884.
24.8 by 9, f. f., s. l	14	75 24	.....	2.86 m. increase. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 20 by 8.10 $\frac{1}{2}$, f. f.....	15*	75 24	.....	30 days from Mar. 19, 1884.
12 by 7, f. f., s. l.....	13	75 24	.....	.09 m. decrease. 30 days from Mar. 19, 1884.
15 by 9.6, f. f., s. l.....	13.17*	74 39	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.) 20.5 by 9.5, s. l.....	12.16*	74 39	.....	Do.
12 by 8.9, s. l	12	72 68	.....	.15 m. increase. 30 days from March 19, 1884.
15.6 by 7.10, f. f., d. l.....	12	72 68	.....	.07 m. decrease. 30 days from Mar. 19, 1884.
17.4 by 9, f. f., s. l.....	12	72 68	.....	.05 m. decrease. 30 days from Mar. 19, 1884.
13 by 7.4, f. f., s. l.....	12	72 68	.....	30 days from Mar. 19, 1884.
15.6 by 7.10, f. f., d. l.....	18	71 82	.....	.03 m. decrease. 30 days from Mar. 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
							Pounds.	Lbs.
162	N. Y..	6061	Buffalo, Corry.....	Buffalo, New York and Philadelphia Railroad.	93.91	30	51,336	855
163	Tex ..	31027	Galveston, Lampasas ...	Gulf, Colorado and Santa Fé Railway.	275.10	20	23,784	792
164	Ohio..	21011	Xenia, Dayton.....	Pittsburgh, Cincinnati and Saint Louis Railway.	16.77	25	37,600	1,253
165	Mich .	24008	Jackson, Niles	Michigan Central Railroad.	104.30	25.2	25,028	834
166	Ohio..	21029	Morrow, Dresden	Pittsburgh, Cincinnati and Saint Louis Railway.	148.73	.....	23,345	778
167	Fla ...	16015	Pensacola, River Junction.	Pensacola and Atlantic Railroad.	161.52	30	32,106	1,070
168	Ind...	22014	State Line (n. o.), Logansport.	Pittsburgh, Cincinnati and Saint Louis Railway.	61.19	30	46,537	1,551
169	N. C ..	13004	Goldsboro', Greensboro'	Richmond and Danville Railroad.	129.89	20	33,761	1,125
170	Fla ...	16011	Waldo, Wildwood	Florida Transit Railroad ..	72.50	22.5	25,053	835
171	Ohio..	21049	Marietta, Parkersburgh	Cincinnati, Washington and Baltimore Railroad.	15.08	20	22,542	751
172	Ohio..	21071	Valley Junction, Harrison.	Cincinnati, Indianapolis, Saint Louis and Chicago Railway.	7.40	25	19,316	643
173	Mich .	24042	Port Huron, Port Austin.	Port Huron and Northwestern Railway.	87.71	22.1	17,278	575
174	Mich .	24061	Palm Station, Sand Beach	do	18.83	20.3	4,919	163
175	Ky ...	20025	Henderson, Nashville...	Louisville and Nashville Railroad.	145.58	.....	34,554	1,151
176	Ohio..	21089	Cleveland, Chicago	New York, Chicago and Saint Louis Railway.	339.07	25	18,714	623
177	Ind...	22019	Louisville, North Vernon	Ohio and Mississippi Railway.	54.86	26.5	98,101	3,270
178	Ind...	22009	Richmond, Chicago	Chicago, Saint Louis and Pittsburgh Railroad.	225.16	.....	36,190	1,206
179	S. C...	14001	Columbia, Greenville ...	Columbia and Greenville Railroad.	144.32	20	23,823	794
180	Ga....	15021	Camak, Macon	Georgia Railroad.....	78.59	15	22,672	755
181	Dak ..	35017	Mitchell, Ashton	Chicago, Milwaukee and Saint Paul Railway.	95.88	23	18,288	609
182	Ind...	22024	Terre Haute, Danville ..	Chicago and Eastern Illinois Railroad.	56.48	27	47,922	1,597
183	Miss..	18010	Natchez, Jackson.....	Natchez, Jackson and Columbus Railroad.	99.45	16	41,016	1,367
184	Mo ...	28036	Fort Scott, Memphis....	Kansas City, Fort Scott and Gulf Railroad.	389.61	20	29,230	974
185	W. Va.	12001	Harper's Ferry, Harrisonburgh.	Baltimore and Ohio Railroad.	103.13	24	47,447	1,581
186	W. Va.	12001	Harper's Ferry, Lexington.	do	165.54	24	44,690	1,489
187	Ky ...	20007	Lebanon Junction, Jellico.	Louisville and Nashville Railroad.	170.97	21	39,069	1,302
188	Ohio..	21024	Hamilton, Indianapolis ..	Cincinnati, Hamilton and Indianapolis Railroad.	99.83	30	27,152	905
189	Miss..	18002	Memphis, Grenada.....	Mississippi and Tennessee Railroad.	102.34	25	24,838	827
190	Pa....	8086	Foxburgh, Callery Junction (n. o.).	Pittsburgh and Western Railroad.	43.58	16	15,234	507
191	Ohio..	21052	Cincinnati, Portsmouth ..	Cincinnati and Eastern Railway.	108	18	14,933	497
192	Fla ...	16009	Hart's Road, Jacksonville.	Fernandina and Jacksonville Railroad.	23.27	22.5	4,239	141
193	Iowa .	27034	Elk Point, Sioux Falls ..	Chicago, Milwaukee and Saint Paul Railway.	70.36	24	25,614	853
194	Ga....	15005	Millen, Augusta	Central Railroad and Banking Company.	54.51	.....	17,287	576
195	Ohio..	21020	Sandusky, Bloomington.	Lake Erie and Western Railway.	379.88	25	16,776	559
196	Ky ...	20032	Paris, Richmond	Kentucky Central Railroad	40.84	.....	16,585	552
197	Mich .	24016	Ionia, Big Rapids	Detroit, Lansing and Northern Railroad.	68.09	23	26,681	889
198	Ohio..	21041	Lorain, Bridgeport.....	Cleveland, Lorain and Wheeling Railroad.	158.41	20	24,623	820
199	Ohio..	21053	Columbus, Toledo	Columbus, Hocking Valley and Toledo Railway.	125.44	.....	23,951	798

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
r. p. o. (apt.) 14.6 by 8.6, f. f., 1 l..	20	71 82	.....	30 days from July 18, 1883.
20.6 by 9, f. f., s. l	7	71 82	.....	30 days from Sept. 12, 1883.
19.10 by 8.4, f. f., s. l	19	70 97	.....	.12 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. (apt.) (av.) 17.4 by 8.11, s. l ..	9.7*	70 97	.....	30 days from Mar. 19, 1884.
14.3 by 6.6, f. f., s. l., to Washing- ton C. H.; d. l. res.	12	70 97	.....	Do,
13.10 by 9.2, f. f., s. l	7	70 46	.....	1.48 m. decrease. 30 days from Mar. 19, 1884.
25 by 8.9 (av.) f. f., s. l	12	70 11	.....	30 days from Mar. 19, 1884.
20 by 8.8, f. f., s. l	7	70 11	.....	Do.
11.6 by 6.10, f. f., s. l	6	70 11	.....	Do.
no apt	17.50*	70 11	.....	Do.
12 by 7.6, f. f., s. l	12	70 11	.....	Do.
13 by 6.9 (av.), f. f., d. l., 13.20 m.; s. l. res.	11.41*	70 11	.....	35.01 m. at \$42.75. 30 days from Mar. 19, 1884.
no apt	12	70 11	.....	30 days from Mar. 19, 1884.
15 by 9.4 (av.), f. f., s. l	9.95*	69 26	.....	.34 m. decrease. 30 days from Mar. 19, 1884.
20 by 9, f. f., s. l	6.33*	69 26	.....	30 days from Mar. 19, 1884.
17.6 by 9.4, f. f., s. l	27	68 40	.....	1.13 m. increase. 30 days from Mar. 19, 1884.
12.6 by 9.6, s. l	14.09*	68 40	.....	1.04 m. increase. 30 days from March 19, 1884.
20 by 9, f. f., s. l	6	68 40	.....	.48 m. increase. 30 days from Mar. 19, 1884.
15 by 8.6, f. f., s. l	14	68 40	.....	30 days from Mar. 19, 1884.
20.8½ by 8.10, f. f., s. l	6	68 40	.....	30 days from Apr. 16, 1884.
17.6 by 7.2, f. f., s. l	19	67 55	.....	.06 m. increase. 30 days from Mar. 19, 1884.
25.6 by 8, f. f., s. l	7	67 55	.....	.62 m. increase. 30 days from Mar. 19, 1884.
r. p. o. (apt.) (av) 22.7½ by 8.11½...	8.85*	67 55	.....	30 days from Jan. 9, 1884.
21.3 by 8.9, f. f., s. l	16.27*	66 69	.....	Part. 30 days from Mar. 19, 1884.
21.3 by 8.9, f. f., s. l	16.27*	66 69	.....	30 days from Mar. 19, 1884. Whole: See parts.
18.5 by 9.1, f. f., s. l	14	66 69	.....	1.76 m. decrease. 30 days from Mar. 19, 1884.
10.4 by 7.2, f. f., s. l	15.5*	66 69	.....	.85 m. decrease. 30 days from Mar. 19, 1884.
12.4 by 7, f. f., s. l	7	66 69	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.) 8.2 by 6 (av.), 1 l....	6	66 69	.....	For 27.5 m. 30 days from Sept. 4, 1883.
12 by 6, f. f., d. l. to New Rich- mond Junction, 10.6 m.; s. l. res.	7.92*	66 69	.....	.81 m. increase. 30 days from Mar. 19, 1884.
in b. c.....	13	66 69	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.) 20.2 by 9.4, s. l	6	65 84	.....	30 days from Apr. 4, 1883.
10.8 by 6.5, f. f., d. l	14	65 84	.....	.94 m. increase. 30 days from Mar. 19, 1884.
av. 12.9 by 7.7, f. f., s. l	9.66*	65 84	.....	1.01 m. decrease. 30 days from Mar. 19, 1884.
12.6 by 9, f. f., s. l. to Winchester, 15.98 m.; d. l. res.	12.42*	65 84	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.) 20 by 8.10, 1 l.....	10.44	64 98	.....	Do.
16 by 8.8, f. f., s. l	9.84*	64 98	.....	.02 m. decrease. 30 days from Mar. 19, 1884.
15.8 by 9.3, s. l	18	64 98	.....	.06 m. increase. 30 days from Mar. 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
200	Mich.	24029	Jackson, Fort Wayne...	Lake Shore and Michigan Southern Railway.	96.74	24.79	19,584	652
201	Mich.	24005	Jonesville, Lansing	do	61.04	18.17	16,589	552
202	Kans.	33040	Atchison, Omaha	Missouri Pacific Railway..	165.33	21	16,022	534
203	Ala.	17004	Montgomery, Decatur ..	South and North Alabama Railroad.	183.28	26	80,687	2,689
204	Ky...	20015	Maysville, Paris	Kentucky Central Railroad	50.17	.....	22,873	762
205	Kans.	33015	Junction City, Concordia	Junction City and Fort Kearney Railroad.	73.19	.....	20,098	669
206	Ind..	22027	Detroit, Logansport.....	Wabash, Saint Louis and Pacific Railway.	204.36	32	15,901	530
207	Mich.	24030	East Saginaw, Ithaca...	Saginaw Valley and Saint Louis Railroad.	45.98	20	15,822	527
208	Dak..	35003	Breckenridge, Hope	Saint Paul, Minneapolis and Manitoba Railway.	93.22	20	14,303	476
209	Pa...	8139	Lawrenceville, Harrison Valley.	Fall Brook Coal Company..	32.18	27	3,606	120
209 ^a	Nebr.	34009	Hastings, Denver.....	Republican Valley Railroad.	415.88	29	70,732	2,357
210	Nebr.	34010	Fremont, Valentine.....	Fremont, Elkhorn and Missouri Valley Railroad.	268.59	20	33,371	1,112
211	Iowa.	27070	Eagle Grove, Iroquois ..	Chicago and Northwestern Railway.	271.43	22	27,827	927
212	N.C..	13010	Raleigh, Hamlet	Raleigh and Augusta Air-Line Railroad.	98.30	18	25,385	846
213	Ind..	22001	Indianapolis, Vincennes.	Pennsylvania Company ...	118.21	.....	20,999	699
213 ^a	Nebr.	34009	Hastings, Denver.....	Republican Valley Railroad.	415.88	31½	19,934	664
214	Ga...	15011	Macon, Columbus.....	Southwestern Railroad....	101.04	20	17,062	568
215	Mich.	24034	Walton, Traverse City..	Traverse City Railroad....	26.27	16.2	15,627	520
216	Pa...	8150	Williamsport, Stokesdale Junction (n. o.).	Fall Brook Coal Company..	78.52	22	14,852	495
217	Mich.	24062	Milwaukee Junction (n. o.), Detroit Junction.	Chicago, Detroit and Canada Grand Trunk Junction Railroad.	4.53	12.75	1,755	58
218	Miss	18004	Mobile, Cairo	Mobile and Ohio Railroad..	495.89	24	39,767	1,320
219	Ala..	17010	Selma, Cleveland	East Tennessee, Virginia and Georgia Railroad.	264.92	24	44,823	1,493
220	Iowa.	27008	Burlington, Hale.....	Chicago, Burlington and Kansas City Railway.	198.54	22.5	33,328	1,110
221	Fla..	16002	Lake City, River Junction.	Florida Central and Western Railroad.	155.87	25	22,973	765
222	Ind..	22021	Richmond, Fort Wayne	Grand Rapids and Indiana Railroad.	92.73	23	19,379	645
223	Ohio.	21043	Mansfield, Toledo.....	Pennsylvania Company ...	87.20	24	13,016	433
224	Ohio.	21031	Harrison, Hagerstown..	Whitewater Railroad	63.08	25	11,736	391
225	Ill...	23029	Sidney, Havana.....	Wabash, Saint Louis and Pacific Railway.	112.47	20	11,708	390
226	Ga...	15039	Smithville, Albany	Southwestern Railroad....	24.08	20	16,240	541
227	Fla..	16016	Jacksonville, Saint Augustine.	Jacksonville, Saint Augustine and Halifax River Railway.	36.80	23	13,667	455
228	Mich.	24037	Saint Clair, Lenox	Michigan, Midland and Canada Railroad.	16	20	8,248	274
229	Wis..	25050	Eland, Watersmeet....	Milwaukee, Lake Shore and Western Railway.	105.68	25	8,143	271
230	Ind..	22006	Columbus, Madison....	Pennsylvania Company ...	45.75	.....	24,114	803
231	Mo...	28012	Saint Joseph, North Lexington (n. o.).	Wabash, Saint Louis and Pacific Railway.	73.43	20	22,687	756
232	Ill...	23055	Decatur, Indianapolis...	Indiana, Bloomington and Western Railway.	153.89	20	16,811	560
233	Ind..	22022	Anderson, Benton Harbor.	Cincinnati, Wabash and Michigan Railway.	164.68	28	16,035	534
234	N.C..	13005	Goldsborough, Morehead City.	Atlantic and North Carolina Railroad.	94.05	20	15,288	509

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
r. p. o. (apt.) 16.10 by 9, s. l	12. 76	64 98	.....	30 days from Mar. 19, 1884.
15 by 9, f. f., s. l	9. 71*	64 98	.....	Do.
20.6 by 7.2, f. f., s. l	7	64 98	.....	30 days from Aug. 1, 1883.
14.6 by 9.6, f. f., s. l	14	64 30	.....	.03 m. decrease. 30 days from Mar. 19, 1884.
12.9 by 8.10, f. f., s. l	12	64 13	.....	.56 m. decrease. 30 days from Mar. 19, 1884.
13.3 by 9.1., f. f., s. l	9. 7*	64 13	.....	30 days from Apr. 16, 1884.
16.6 by 10.4, f. f., s. l	11. 46*	64 13	.....	.30 m. increase. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 10.3 by 5.6, s. l., 38.51 m.	12. 94	64 13	.....	For 35.36 m. 30 days from March 19, 1884.
16 by 8.9, f. f., s. l., to Everest 51.45 m. No clerk res.	4. 77*	64 13	.....	30 days from April 16, 1884.
in b. c.	8. 36	64 13	.....	For 12.98 m. 30 days from August 14, 1884.
r. p. o. (av.) 39. 8½ by 9, 1 l	14	63 27	25 00	30 days from April 16, 1884.
17. 9 by 9. 6, f. f., s. l	6	63 27	.....	Do.
24 by 9. 3, s. l	6	63 27	.....	For 145.06 m. 30 days from April 16, 1884.
12 by 8. 9, f. f., s. l	18	63 27	.....	.72 m. increase. 30 days from March 19, 1884.
11. 6 by 9, f. f., s. l	9. 64*	63 27	.....	.21 m. increase. 30 days from March 19, 1884.
7 by 6, f. f., s. l	7	63 27	.....	30 days from April, 16, 1883.
12 by 7. 6, f. f., s. l	7	63 27	.....	.57 m. increase. 30 days from March 19, 1884.
no apt	12	63 27	.....	30 days from March 19, 1884.
r. p. o. (apt.) 15 by 9. 2, 1 l	9	63 27	.....	30 days from November 15, 1883.
no apt	3*	62 42	.....	30 days from March 19, 1884.
21. 6 by 8. 10, f. f., s. l	7	62 25	.....	Do.
10 by 7. 10, f. f., s. l	12	61 56	.....	(L. G.) .37 m. increase. 80.38 m. at \$76.95. 28.17 m. at \$115.43. 30 days from March 19, 1884.
r. p. o. (apt.) 13.6 by 9.3½, 1 l	6	61 56	.....	For 192.11 m. 30 days from April 16, 1884.
(av.) 12.1 by 6.8, f. f., 1 l	7	61 56	.....	30 days from March 24, 1884.
22 by 8. 10, f. f., s. l	12	61 56	.....	.02 m. increase. 30 days from March 19, 1884.
20 by 8. 9, f. f., s. l	12	61 56	.....	.78 m. decrease. 30 days from March 19, 1884.
12 by 7. 6, s. l	8. 4*	61 56	.....	30 days from March 19, 1884.
r. p. o. (apt.) 10. 5 by 6. 10, f. f.	6	61 56	.....	For 103.01 m. 30 days from March 19, 1884.
r. p. o. (apt.) 10.9 by 8.7, f. f., 1 l	7	60 71	.....	.01 m. increase. 30 days from March 19, 1884.
no apt	14	60 71	.....	30 days from March 19, 1884.
no apt	12	60 71	.....	Do.
no apt	6	60 71	.....	For 53.18 m. 30 days from April 16, 1884.
10.10 by 8.8, f. f., d. l	12	59 85	.....	.15 m. decrease. 30 days from March 19, 1884.
r. p. o. (apt.) 25.7½ by 9.2¼, s. l	7	59	.....	3.43 m. decrease. 30 days from August 6, 1883.
r. p. o. (apt.) 20.4 by 9.11, 1 l	10. 57*	59	.....	.01 m. decrease. 30 days from April 4, 1883.
15 by 9, f. f., s. l	7. 06*	59	.....	2.12 m. decrease. 30 days from March 19, 1884.
10.4 by 8.5, f. f., s. l	6	59	.....	30 days from March 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
235	Ill ...	23083	Bates, Grafton.....	Wabash, Saint Louis and Pacific Railway.	71.93	20	8,707	290
236	N.C..	13021	Smithfield, Goldsboro' ..	Midland North Carolina Railway.	22.65	20	2,155	71
237	Ind ..	22048	Louisville, Oakland City	Louisville, Evansville and Saint Louis Railway.	99.55	30	21,616	720
238	Ohio ..	21073	Cleveland, Zoar Station.	Valley Railway	76.12	25	21,480	716
239	Ohio ..	21060	Columbia, Hamersville..	Cincinnati and Portsmouth Railroad.	35.00	16	15,857	528
240	Mich.	24026	Grand Rapids, Baldwin.	Chicago and West Michigan Railway.	73.98	21	15,168	505
241	Ga ...	15042	Atlanta, Coalburgh.....	Georgia Pacific Railway...	176.76	24	12,790	426
242	Mich.	24040	Marquette, Houghton ..	Marquette, Houghton and Ontonagon Railroad.	95.93	20	22,296	743
243	Ohio ..	21078	Cincinnati, Dodds	Toledo, Cincinnati and Saint Louis Railroad.	36.2	18	21,092	703
244	Tex..	31036	Rosenberg, Victoria	New York, Texas and Mexican Railway.	91.85	20	18,052	601
245	Ohio ..	21008	Bayard, New Philadelphia.	Pennsylvania Company ...	32.41	30	15,012	500
246	N.C..	13016	Asheville Junction (n. o.), Waynesville.	Western North Carolina Railroad.	28.23	12	12,228	407
247	W. Va	12001	Harrisonburgh, Lexington.	Baltimore and Ohio Railroad.	62.41	24	40,110	1,337
248	Ala ..	17009	Selma, Meridian	East Tennessee, Virginia and Georgia Railroad.	114.24	22	20,736	691
249	Ohio ..	21017	Blanchester, Hillsboro' .	Cincinnati, Washington, and Baltimore Railroad.	21.00	22	13,696	456
250	Fla ..	16007	Sanford, Tampa.....	South Florida Railroad....	116.39	25	13,388	446
251	Ark..	29013	Seligman, Eureka Springs.	Eureka Springs Railway ..	19.26	20	11,610	387
252	Ohio ..	21090	Marion, Chicago Junction (n. o.).	Chicago and Atlantic Railroad.	249.95	29	11,495	383
253	Ind ..	22020	Fort Wayne, Connersville.	Fort Wayne, Cincinnati and Louisville Railroad.	109.54	25	9,587	319
254	Fla ..	16001	Fernandina, Cedar Keys.	Florida Transit Railroad..	155.15	20	31,395	1,046
255	N.C..	13012	Greensboro', Winston ..	Richmond and Danville Railroad.	29.98	20	22,989	766
256	Ohio ..	21068	Columbus, Corning	Ohio Central Railroad	66.05	25	16,160	538
257	N.C..	13008	Charlotte, Shelby.....	Carolina Central Railroad..	55.53	16	12,294	409
258	Col...	38014	Nathrop, Castleton	Denver, South Park and Pacific Railroad.	79.42	11	11,574	385
259	S. C ..	14018	Kingsville, Camden.....	South Carolina Railway...	39.28	15	4,900	163
260	Ohio ..	21030	Dayton, Richmond.....	Pittsburgh, Cincinnati and Saint Louis Railway.	42.13	25	30,156	1,005
261	Mich.	24041	Alma, Lake View.....	Detroit, Lansing and Northern Railroad.	32.61	20	10,031	334
262	Mich.	24022	Big Rapids, Holland....	Chicago and West Michigan Railway.	91.00	17	24,636	821
263	Mich.	24020	Toledo, South Lyon.....	Toledo, Ann Arbor and Grand Trunk Railway.	60.51	21.3	10,939	364
264	Ohio ..	21035	Youngstown, Mahoningtown.	Pennsylvania Company ...	18.40	27	6,353	211
265	Ohio ..	21080	Toledo, Zoar Station....	Wheeling and Lake Erie Railroad.	155.08	28	13,608	453
266	Ind ..	22045	Lawrenceburgh Junction (n. o.), Lawrenceburgh.	Cincinnati, Indianapolis, Saint Louis and Chicago Railroad.	2.46	20	11,294	376
267	S. C ..	14010	Port Royal, Augusta....	Port Royal and Augusta Railroad.	110.77	18	11,064	368
268	N. Y .	6127	Bradford Junction (n. o.), Punxsutawney.	Rochester and Pittsburgh Railroad.	120.73	30	9,999	333
269	Ind ..	22017	Bradford, Logansport...	Pittsburgh, Cincinnati and Saint Louis Railway.	114.29	33	16,003	532
270	N. C .	13003	Wilmington, Charlotte .	Carolina Central Railroad .	188.52	17	15,381	512
271	Ky...	20014	Owensboro', Adairville .	Owensboro' and Nashville Railroad.	85.90	20	14,170	472
272	Miss .	18014	Artesia, Columbus.....	Mobile and Ohio Railroad .	14.11	13.5	10,994	366

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
r. p. o. (apt.) 17 by 8.8, f. f.	6	59 00	.....	For 55.81 m. 30 days from Mar. 19, 1884.
no apt	6	59 00	.....	30 days from Mar. 19, 1884.
14 by 7.6, f. f., s. l.	18.53*	58 14	.....	Do.
13.6 by 9.6, f. f., s. l.	10.92*	58 14	.....	Do.
10.6 by 7.7, f. f., s. l.	6	58 14	.....	Do.
r. p. o. (apt.) 13 by 8, 1 l.	9.78	58 14	.....	Do.
15.3 by 8.11, f. f., s. l.	13	58 14	.....	Do.
apt. 14 by 7, 1 l.	6.90	57 46	.....	For 64.19 m. All land grant. 30 days from Apr. 16, 1884.
r. p. o. (apt.) 12 by 5.9, f. f., 1 l.	10.92	57 29	.....	30 days from Mar. 19, 1884.
14.7 by 6.8, f. f., s. l.	7	57 29	.....	30 days from July 22, 1884.
14.10 by 8.4, f. f., s. l.	6	57 29	.....	.02 m. decrease. 30 days from Mar. 19, 1884.
no apt	7	57 29	.....	30 days from Mar. 19, 1884.
21.3 by 8.9, f. f., s. l. ....	.....	56 43	.....	Part. 30 days from Mar. 19, 1884.
14.7 by 8.11, f. f., s. l.	7	56 43	.....	.09 m. increase. 30 days from Mar. 19, 1884.
no apt	12	56 43	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.) 10.5 by 5.5, f. f., 1 l.	6	55 58	.....	Do.
in b. c.	14	55 58	.....	30 days from May 22, 1884.
10.1 by 6.10, f. f., s. l.	6	55 58	.....	30 days from Mar. 19, 1884.
11 by 9.4, f. f., s. l.	6	55 58	.....	.35 m. decrease. 30 days from Mar. 19, 1884.
15 by 8.11, f. f., s. l.	6.92*	55 41	.....	(L. G.) 30 days from Mar. 19, 1884.
8 by 7, f. f., d. l.	13	54 72	.....	30 days from Mar. 19, 1884.
16.2 by 7, f. f., s. l.	12	54 72	.....	.23 m. increase. 30 days from Mar. 19, 1884.
13.6 by 8.10, f. f., s. l.	6	54 72	.....	.06 m. decrease. 30 days from Mar. 19, 1884.
14.11 by 7.6, f. f., s. l., to Gunnison, 65.37 m. No clk., res. 14.05 m.	6.82*	54 72	.....	30 days from May 26, 1884.
in b. c.	12	54 72	.....	.25 m. increase. 30 days from Mar. 19, 1884.
19.10 by 8.4, f. f., s. l.	12.5*	53 87	.....	.03 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. apt. 9.8 by 6.9, s. l.	12	53 87	.....	30 days from Mar. 19, 1884.
11.6 by 7.6 av., s. l., 55.69 m.; d. l. residue.	14.48*	53 01	.....	35.51 m. at \$96.62. 30 days from Mar. 19, 1884.
r. p. o. (apt.) 12 by 9, s. l.	10.51	53 01	.....	30 days from Mar. 19, 1882.
15 by 9, f. f., s. l.	9*	53 01	.....	.42 m. decrease. 30 days from Mar. 19, 1884.
15.6 by 8.10, f. f., s. l.	6.40*	52 16	.....	30 days from Mar. 19, 1884.
no apt	26	52 16	.....	Do.
10.3 by 6.10, f. f., s. l.	14	52 16	.....	Do.
r. p. o. (apt.) 14 by 8.11, 1 l.	12	52 16	.....	30 days from Nov. 15, 1883.
11.8 by 9.1, f. f., s. l.	6	51 30	.....	.31 m. decrease. 30 days from Mar. 19, 1884.
13.6 by 8.10, f. f., s. l.	6	51 30	.....	.37 m. decrease. 30 days from Mar. 19, 1884.
8 by 7.8, f. f., s. l.	9.95*	50 45	.....	4.37 m. decrease. 30 days from Mar. 19, 1884.
in b. c.	7	50 45	.....	30 days from Mar. 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
273	Mich..	24023	Allegan, Holland	Chicago and West Michigan Railroad.	24.64	22	9,677	322
274	N.Mex	39006	Deming, Silver City	Silver City, Deming and Pacific Railroad.	47.70	16	9,332	311
275	Ohio..	21040	Marietta, Zoar Station ..	Cleveland and Marietta Railroad.	105.72	23	21,087	702
276	Ind ...	22032	Evansville, Jasper	Louisville, Evansville and Saint Louis Railway.	55.63	25	16,806	560
277	Ohio..	21061	Toledo, Dodds	Toledo, Cincinnati and Saint Louis Railroad.	191.09	18	14,953	498
278	Ga....	15007	Union Point, Athens....	Georgia Railroad.....	40.48	20	12,428	414
279	Mich..	24024	Ypsilanti, Bankers.....	Lake Shore and Michigan Southern Railway.	65.52	22	10,548	351
280	N. Y. ..	6130	Buffalo, Ashford Junction (n. o.).	Rochester and Pittsburgh Railroad.	49.28	23	9,202	306
281	Ohio..	21092	Canton, Coshocton	Connotton Valley Railway.	54.73	24	9,093	303
282	Nebr..	34015	Grand Island, North Loup.	Omaha and Republican Valley Railway.	50.09	21	8,665	288
283	Wis...	25017	Milwaukee, Ashland....	Wisconsin Central Railroad.	348.12	20	30,439	1,014
284	Tenn. .	19001	Nashville, Lebanon.....	Nashville, Chattanooga and Saint Louis Railway.	31.52	20	13,365	445
285	Ohio..	21083	Means, Cadiz	Pittsburgh, Cincinnati and Saint Louis Railway.	8.11	25	8,843	294
286	Mich..	24014	Saginaw, Caro	Michigan Central Railroad.	34.04	20.64	8,452	281
287	Mich..	24025	Saginaw Junction (n. o.), East Saginaw.	Port Huron and Northwestern Railway.	78.85	25.5	7,453	248
288	Ala'...	17016	Opelika, Goodwater.....	Columbus and Western Railway.	60.15	13	6,854	228
289	S. C...	14007	Chester, Newton.....	Chester and Lenoir Narrow Gauge Railroad.	76.37	15	9,944	331
290	Ala...	17008	Columbus, Troy	Mobile and Girard Railroad.	85.70	14	12,958	431
291	Mich..	24032	Powers, Crystal Falls..	Chicago and Northwestern Railway.	57.95	21	11,599	386
292	Ky....	20011	Glasgow Junction, Glasgow.	Louisville and Nashville Railroad.	11.00	16	10,474	349
293	Md,...	10024	Baltimore, Delta.....	Maryland Central Railroad.	45.5	16	8,497	283
294	Ill	23068	Peoria, Oskaloosa.....	Central Iowa Railway.....	190.82	21	8,195	273
295	Ohio ..	21054	Dayton, Ironton.....	Toledo, Cincinnati and Saint Louis Railroad.	169.19	20	4,804	160
296	Minn. .	26039	Crookston, Devil's Lake.	Saint Paul, Minneapolis and Manitoba Railway.	114.34	20	18,995	633
297	Ohio..	21022	Dayton, Union City.....	Dayton and Union Railroad.	47.32	30	11,476	382
298	Ala...	17006	Selma, Akron Junction (n. o.)	Cincinnati, Selma and Mobile Railroad.	71.86	20	10,697	356
299	Ohio..	21038	Newark, Shawneetown.	Baltimore and Ohio Railroad.	43.67	25	10,544	351
300	Kans..	33036	Fort Scott, Wichita....	Saint Louis, Fort Scott and Wichita Railroad.	158.60	20	9,974	332
301	Ill	23046	Jacksonville, Centralia.	Jacksonville Southeastern Railway.	112.05	25	9,367	312
302	Pa....	8092	York, Peach Bottom....	York and Peach Bottom Railway.	40.07	15	8,706	290
303	Mich. .	24049	Detroit and Bay City Crossing, Saginaw.	Flint and Pere Marquette Railroad.	3.76	11.46	8,609	286
304	Ind ...	22013	Terra Haute, Marmont.	Terre Haute and Indianapolis Railroad.	152.46	24	7,973	265
305	Wis...	25028	Hudson, Bayfield	Chicago, Saint Paul, Minneapolis and Omaha Railway.	181.44	20	17,743	591
306	N. C. .	13009	Charlotte, Statesville...	Charlotte, Columbia and Augusta Railroad.	45.71	14	13,061	435
307	Ohio..	21055	Toledo, Thurston.....	Ohio Central Railroad	148.68	25	11,336	377
308	Ohio..	21037	Niles, New Lisbon.....	New York, Pennsylvania and Ohio Railroad.	34.85	25	9,399	313
309	Ky ...	20021	Harrodsburgh, Harrodsburgh Junction.	Southwestern Railroad....	5.44	15	7,478	249

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
r. p. o. (apt.), 12 by 6, f. f., s. l.	6	50 45	.....	30 days from Mar. 19, 1884.
no apt	7	50 45	.....	30 days from Dec. 1, 1883.
15.9 by 8.11, f. f., s. l.	9.54*	49 59	.....	30 days from Mar. 19, 1884.
14 by 7.6, f. f., s. l.	18	49 59	.....	Do.
12 by 5.7, f. f., s. l.	6	49 59	.....	1.46 m. decrease. 30 days from Mar. 19, 1884.
11 by 7.6, f. f., s. l.	21	49 59	.....	.47 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. (apt.), 8.8 by 6.9, 1 l.	6	49 59	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.), 15 by 8.11, 1 l.	10.07	49 59	.....	30 days from May 1, 1884
10.6 by 7.6, f. f., s. l.	6	49 59	.....	30 days from Mar. 19, 1884.
12 by 9.4, f. f., s. l.	6	49 59	.....	30 days from Apr. 16, 1883.
r. p. o. (apt.) 21 by 9.3, f. f., s. l.	6	48 74	.....	For 250.42 m. 1.20 m. decrease. 30 days from April 4, 1883.
12.6 by 6.4, f. f., s. l.	12	48 74	.....	.40 m. increase. 30 days from Mar. 19, 1884.
no clerk	15*	48 74	.....	.09 m. decrease. 30 days from Mar. 19, 1884.
no apt	14.50	48 74	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.), 9.6 by 6, f. f.	12	48 74	.....	Do.
r. p. o. (apt.), 15 by 9, f. f., 1 l.	6	48 74	.....	.19 m. decrease. 30 days from Mar. 19, 1884.
12 by 7.4, f. f., s. l.	6	47 98	.....	3.16 m. decrease. 30 days from Mar. 19, 1884.
12.10 by 9, f. f., s. l.	13	47 88	.....	.01 m. increase. 30 days from Mar. 19, 1884.
12.8 by 8, s. l., 42 m.	14	47 88	.....	30 days from Apr. 16, 1884.
no apt	6	47 88	.....	.17 m. increase. 30 days from Mar. 19, 1884.
r. p. o. (apt.), 8 by 5.6, 1 l.	15.56	47 88	.....	30 days from May 1, 1884.
r. p. o. (apt.), 10 by 7.8.	6	47 88	.....	30 days from Apr. 16, 1884.
12 by 5.8, f. f., s. l.	6	47 88	.....	1.28 m. increase. 30 days from Mar. 19, 1884.
16 by 8.9., f. f., s. l.	6	47 03	.....	30 days from Apr. 16, 1884.
9.6 by 9.1, f. f., s. l.	12	47 03	.....	.16 m. decrease. 30 days from Mar. 19, 1884.
12 by 6.10, f. f., s. l.	7	47 03	.....	.11 m. increase. 30 days from Mar. 19, 1884.
16 by 8.6, f. f.	12	47 03	.....	.02 m. decrease. 30 days from Mar. 19, 1884.
apt. 15.7 by 7.1½, f. f., s. l.	6	47 03	.....	30 days from Jan. 17, 1884.
r. p. o. (apt.), 12 by 7.4.	6.85*	47 03	.....	For 83.80 miles. 30 days from Mar. 19, 1884.
r. p. o. (apt.), 13.6 by 7.6, 1 l.	6	47 03	.....	30 days from Sept. 4, 1883.
no apt	19	47 03	.....	30 days from Mar. 19, 1884.
16.9 by 9.2 f. f., s. l., to Logansport 121.40 m.	8.51*	47 03	.....	.27 m. increase. 30 days from Apr. 7, 1884.
r. p. o. (apt.), 9.3½ by 22 (av.), s. l.	6	46 52	.....	For 122.82 m. (l. g.). 30 days from Apr. 16, 1884.
20 by 9, s. l.	6	46 17	.....	3.67 m. decrease. 30 days from Mar. 19, 1884.
16.2 by 7, f. f., s. l.	6.73*	46 17	.....	1.83 m. increase. 30 days from Mar. 19, 1884.
6.6 by 6.6, f. f., s. l.	12	46 17	.....	.77 m. increase. 30 days from Mar. 19, 1884.
no apt	18	46 17	.....	.18 m. decrease. 30 days from Mar. 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
							Pounds.	Lbs.
310	Ga....	15025	Athens, Lula	Northeastern Railroad of Georgia.	39.59	20	11,405	380
311	Pa....	8051	Greenville, Butler	Shenango and Allegheny Railroad.	57.29	23	10,791	359
312	Nebr..	34019	Nemaha City, Beatrice..	Republican Valley Railroad.	67.76	17	9,878	329
313	Mich..	24064	Pontiac, Caseville.....	Pontiac, Oxford and Port Austin Railroad.	100.73	20	7,251	241
314	Pa....	8152	Branchton Junction (n. o.), Hilliard's.	Shenango and Allegheny Railroad.	10.41	11	2,008	66
315	Ohio..	21009	Cleveland, Sherrods-ville.	Connotton Valley Railway.	108.24	24	11,680	389
316	S. C...	14006	Florence, Cheraw	Cheraw and Darlington Railroad.	40.82	20	9,947	331
317	Pa....	8040	Pittsburgh, Wheeling...	Baltimore and Ohio Railroad.	71.09	18	9,267	308
318	Ohio..	21058	Wellston, Springfield...	Ohio Southern Railroad ...	118.89	.....	8,111	270
319	Mich.	24050	Buchanan, Berrien Springs.	Saint Joseph Valley Railroad.	11.07	15	4,438	147
320	Ky....	20012	Anchorage, Shelbyville.	Louisville and Nashville Railroad.	18.48	16	11,750	391
321	Ind ...	22023	Oakland City, Mount Vernon.	Louisville, Evansville and Saint Louis Railway.	88.56	30	10,185	339
322	Ky....	20027	Ashland, Richardson....	Chattaroi Railway	50.36	20	7,893	263
323	Mich..	24007	Kalamazoo, South Haven.	Michigan Central Railroad.	40.18	12.39	7,230	241
324	Mich..	24060	Port Huron, Almont....	Port Huron and Northwestern Railway	34.52	20.7	7,069	235
325	Ohio..	21079	Solon, Chagrin Falls	Chagrin Falls and Southern Railroad.	6.08	10	6,861	228
326	Ind ...	22030	Terre Haute, Worthington.	Terre Haute and Southeastern Railroad.	40.98	16	6,732	224
327	Col ...	38030	Colorado Springs Station (n. o.), Manitou Station (n. o.).	Denver and Rio Grande Railway.	5.40	20	6,596	219
328	Mich .	24019	Toledo, Allegan.....	Michigan and Ohio Railroad.	156.92	23.58	6,423	214
329	Minn .	26040	Minneapolis, Saint Cloud.	Saint Paul, Minneapolis and Manitoba Railway.	64.81	25	178,213	5,940
330	Ga....	15031	Thomasville, Bainbridge	Savannah, Florida and Western Railway.	36.99	25	26,521	884
331	Tenn .	19009	Morristown, Warm Springs.	East Tennessee, Virginia and Georgia Railroad.	49.59	18	25,043	834
332	Tenn .	19008	Knoxville, Jellico.....	East Tennessee, Virginia and Georgia Railroad.	66.12	18	24,727	824
333	Dak ..	35008	Egan, Woonsocket	Chicago, Milwaukee and Saint Paul Railway.	84.50	25	22,157	738
334	Miss..	18016	Meridian, New Orleans.	New Orleans and Northeastern Railroad.	196.24	30	18,900	630
335	Mich .	24057	Au Sable, Alger Junction (n. o.).	Detroit, Bay City and Alpena Railroad.	47.35	20	18,494	616
336	Ill	23082	Streator, North Judson.	Indiana, Illinois and Iowa Railroad.	110.50	22	13,787	459
337	S. C...	14016	Belton, Walhalla	Columbia and Greenville Railroad.	43.92	17	13,285	442
338	Dak ..	35006	Everest, Mayville	Casselton Branch Railroad.	46.14	17	13,197	439
339	N. C ..	13015	Rocky Mount, Tarboro'.	Wilmington and Weldon Railroad.	17.80	20	12,981	432
340	Tex....	31023	Houston, Nacogdoches..	Houston, East and West Texas Railway.	140.25	20	11,479	382
341	Mich .	24033	Lenox, Jackson	Michigan Air-Line Railway.	106.58	22.6	11,202	373
342	Iowa.	27089	Sac City, Kingsley.....	Chicago and Northwestern Railway.	58.40	20	10,794	359
343	Ga....	15008	Kingston, Rome	Rome Railroad.....	20.28	15	10,254	341
344	Fla ...	16012	Palatka, Gainesville	Florida Southern Railway.	49.77	23	9,999	333
345	Wis ..	25048	Eau Claire, Chicago Junction (n. o.).	Chicago, Saint Paul, Minneapolis and Omaha Railway.	79.11	20	9,502	316

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
10.2 by 7.2, f. f., s. l.....	12	45 32	.....	.94 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. (apt.), 14 by 6.8, 1 l.....	14. 61	45 32	.....	For 35.99 m. 30 days from May 1, 1884.
av. 8½ by 7.3, f. f., s. l.....	6	45 32	.....	30 days from Apr. 16, 1884.
r. p. o. (apt.), 9 by 7. s. l.....	6	45 32	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.), 14 by 6.8.....	6	45 32	.....	30 days from May 1, 1884.
19.6 by 7.6, f. f., s. l.....	13. 98*	44 46	.....	.10 m. increase. 30 days from Mar. 19, 1884.
13.6 by 8.7. f. f., s. l.....	7	44 46	.....	.08 m. decrease. 30 days from Mar. 19, 1884.
r. p. o. (apt.), 11 by 8.9, 1 l.....	9	44 46	.....	For 32.43 m. 30 days from May 1, 1884.
14 by 7, f. f., s. l.....	7. 25*	44 46	.....	30 days from Mar. 19, 1884.
no apt.....	12	44 46	.....	Do.
10.3 by 7.3, f. f., s. l.....	12	43 61	.....	30 days from Mar. 19, 1884. .71 m. decrease.
14 by 7.6, f. f., s. l.....	13	43 61	.....	30 days from Mar. 19, 1884.
10 by 6.10, f. f., s. l.....	9. 73*	43 61	.....	Do.
12.7 by 6.6, f. f., s. l.....	12	43 61	.....	Do.
no apt.....	12	43 61	.....	Do.
.....do.....	18	43 61	.....	Do.
11.5 by 6.10, f. f., s. l.....	6	43 61	.....	30 days from Mar. 19, 1884. .35 m. increase.
no apt.....	14	43 61	.....	30 days from Aug. 15, 1883.
r. p. o. (apt.), 15.2 by 7.3, s. l.....	6. 67*	43 61	.....	30 days from May 1, 1884.
r. p. o., 40 by 8.9, f. f., s. l (not authorized).	13	42 75	.....	30 days from Apr. 16, 1884.
r. p. o. (apt.), 17.6 by 9.1, f. f., 1 l..	7	42 75	.....	30 days from Mar. 19, 1884.
15 by 9.6, f. f., s. l.....	7	42 75	.....	30 days from Mar. 19, 1884. .93 m. decrease.
.....do.....	7	42 75	.....	.15 m. decrease. 30 days from Mar. 19, 1884
22 by 9.3, f. f., s. l.....	6	42 75	.....	30 days from Apr. 16, 1884.
in b. c.....	6	42 75	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.), 10 by 6.....	12	42 75	.....	For 26.91 m. 30 days from Mar. 19, 1884.
r. p. o. (apt.), 17 by 9.1.....	6	42 75	.....	For 40.78 m. 30 days from Mar. 19, 1884.
20 by 9, f. f., s. l.....	6	42 75	.....	.39 m. increase. 30 days from Mar. 19, 1884.
16 by 8.9, f. f., s. l.....	6	42 75	.....	30 days from Apr. 16, 1884.
19.8 by 7.10, f. f., s. l.....	7	42 75	.....	30 days from Mar. 19, 1884.
13.1 by 7.5, f. f., s. l.....	6	42 75	.....	30 days from Dec. 15, 1883.
r. p. o. (apt.), 23.6 by 7.3, s. l.....	7. 76	42 75	.....	For 35.75 m. 30 days from Mar. 19, 1884.
no apt.....	6	42 75	.....	For 32.42 m. 30 days from Apr. 16, 1884.
8.6 by 5.6; no clerk.....	16	42 75	.....	.04 m. decrease 30 days from Mar. 19, 1884.
no apt.....	7. 22*	42 75	.....	.28 m. increase 30 days from Mar. 19, 1884.
r. p. o. (apt.), 14.6 by 7.5 (av.), s. l.	7. 75*	42 75	.....	For 47.17 m. 30 days from Apr. 16, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
346	S. C. . .	14014	Cheraw, Wadesborough	Cheraw and Salisbury Railroad.	26.02	20	9,240	308
347	Ohio . .	21084	Logan, New Straitsville.	Columbus, Hocking Valley and Toledo Railway.	13.39	23	9,210	307
348	Tenn. .	19013	Tullahoma, Walling	Nashville, Chattanooga and Saint Louis Railway.	48.26	18	9,060	302
349	N. Y. . .	6118	Phœnicia, Hunter	Stony Clove and Catskill Mountain Railway.	14.73	14	18,033	300
350	Ky. . . .	20030	Richmond Junction (n. o.), Richmond.	Kentucky Central Railroad.	34.31	.....	8,974	299
351	Ind . . .	22034	Rockport, Rockport Junction (n. o.).	Louisville, Evansville and Saint Louis Railway.	16.20	17	8,488	282
352	Ind . . .	22042	New Castle, Rushville..	Fort Wayne, Cincinnati and Louisville Railroad.	24.89	25	8,340	278
353	S. C. . .	14008	Alston, Spartanburgh C. H.	Columbia and Greenville Railroad.	68.39	16	8,136	271
354	Fla . . .	16008	Volusia, Leesburgh.	Saint John's and Lake Eustis Railway.	49.75	18	7,936	264
355	Ohio . .	21065	Delphos, Kokomo.	Toledo, Cincinnati and Saint Louis Railroad.	108.02	20	7,770	259
356	Ky . . .	20024	Lebanon, Greensburgh.	Louisville and Nashville Railroad.	31.80	12	7,678	255
357	Tenn. .	19020	Wartrace, Shelbyville..	Nashville, Chattanooga and Saint Louis Railway.	8.36	18	7,611	253
358	Ind . . .	22011	Cambridge City, Columbia.	Pennsylvania Company. . . .	63.58	.....	7,616	253
359	Miss..	18015	Artesia, Starkville.	Mobile and Ohio Railroad..	11.60	11	7,552	251
360	Ill	23056	Geneva, Aurora	Chicago and Northwestern Railway.	10.62	20	7,535	251
361	Ohio..	21063	Bellaire, Zanesville.	Bellaire, Zanesville and Cincinnati Railway.	112.57	15	7,311	243
362	Mich . .	24036	Trenton, Fayette.	Lake Shore and Michigan Southern Railway.	68.40	20.30	7,211	240
363	Ohio..	21046	Painesville, Youngstown	Painesville and Youngstown Railroad.	62.43	18	7,189	239
364	Ohio..	21066	Hillsborough, Sardinia..	Columbus and Maysville Railroad.	19.59	10	7,186	239
365	Ohio..	21027	Xenia, Springfield	Pittsburgh, Cincinnati and Saint Louis Railway.	19.99	25	7,157	238
366	Mo . . .	28053	North Springfield, Chadwick.	Saint Louis and San Francisco Railway.	34.79	10	7,115	237
367	Ga. . . .	15037	Augusta, Greenwood . . .	Augusta and Knoxville Railroad.	68.30	14	7,079	235
368	Miss..	18007	Muldon, Aberdeen.	Mobile and Ohio Railroad..	9.50	13	6,905	230
369	S. C. . .	14011	Spartanburgh C. H., Hendersonville.	Asheville and Spartanburgh Railroad.	50.75	15	6,755	225
370	Ohio..	21044	Harbor, Youngstown..	Pennsylvania Company. . . .	63.10	27	6,749	224
371	Iowa..	27084	Des Moines, Leon	Des Moines, Osceola and Southern Railroad.	92.12	18	6,700	223
372	Miss..	18008	Middleton, Ripley	Ship Island, Ripley and Kentucky Railroad.	25.12	15	6,650	221
373	Ga. . . .	15030	Marietta, Ellijay.	Marietta and North Georgia Railroad.	67.76	12	6,574	219
374	S. C. . .	14012	Newberry C. H., Laurens C. H.	Laurens Railway	31.78	10	6,555	218
375	Ga . . .	15022	Griffin, Carrollton	Savannah, Griffin and North Alabama Railroad.	60.37	16	6,468	215
376	Mich . .	24043	Coleman, Mount Pleasant.	Flint and Père Marquette Railroad.	15.04	14.71	6,320	210
377	Fla. . .	16014	Gruelle, Leesburgh.	Florida Southern Railway..	72.88	20	6,265	208
378	Iowa . .	27086	Oskaloosa, Keithsburgh.	Central Iowa Railway	99.19	21	6,215	207
379	Miss..	18009	Durant, Kosciusko.	Illinois Central Railroad . .	21.45	12.50	6,237	207
380	N. C. . .	13014	Oxford, Henderson	Oxford and Henderson Railroad.	14.20	20	6,202	206
381	Ind . . .	22033	Frankfort, Kokomo.	Toledo, Cincinnati and Saint Louis Railroad.	25.70	20	6,158	205

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
13.6 by 8.7, f. f., s. l	7	42 75	.....	30 days from Mar. 19, 1884.
11 by 7.9, f. f., s. l	12	42 75	.....	30 days from Mar. 19, 1884. .07 m. increase.
8 by 6.2, f. f., s. l	6	42 75	.....	30 days from Mar. 19, 1884. 1.11 m. decrease.
in b. c	6	42 75	.....	12 trips additional during summer months. Combined with returns of April, 1883. 30 days from July 24 1883.
10 by 6, f. f., s. l	6	42 75	.....	.17 m. decrease. 30 days from Mar. 19, 1884.
no apt	18	42 75	.....	30 days from Mar. 19, 1884.
12 by 7.8, f. f., s. l	6	42 75	.....	.05 m. increase. 30 days from Mar. 19, 1884.
20 by 9, f. f., s. l	6	42 75	.....	.11 m. decrease. 30 days from Mar. 19, 1884.
14 by 7.4; no clerk	6	42 75	.....	30 days from Mar. 19, 1884.
10.5 by 7.6, f. f., s. l	6	42 75	.....	.30 m. decrease. 30 days from Mar. 19, 1884.
no apt	6	42 75	.....	.20 m. decrease. 30 days from Mar. 19, 1884.
.....do.	15*	42 75	.....	.01 m. decrease. 30 days from Mar. 19, 1884.
10.10 by 8.4, f. f., s. l	6	42 75	.....	2.03 m. decrease. 30 days from Mar. 19, 1884.
in b. c	7	42 75	.....	30 days from Mar. 19, 1884.
no apt	30	42 75	.....	For 3.89 m. 30 days from Apr. 16, 1884.
12 by 7.8, f. f., s. l	8.29*	42 75	.....	30 days from May 1, 1884.
10.4 by 6.8 (av.), s. l	7.57*	42 75	.....	30 days from Mar. 19, 1884.
12 by 6, f. f., s. l	6	42 75	.....	.74 m. increase. 30 days from Mar. 19, 1884.
no apt	6	42 75	.....	30 days from Mar. 19, 1884.
no mail apt	21*	42 75	.....	.06 m. decrease. 30 days from Mar. 19, 1884.
no apt	7	42 75	.....	For 27.98 m. 30 days from Apr. 16 1884.
10.3 by 6.10, f. f., s. l	13	42 75	.....	30 days from Mar. 19, 1884.
in b. c	7	42 75	.....	Do.
7.2 by 6, f. f., s. l	6	42 75	.....	.50 m. decrease. 30 days from Mar. 19, 1884.
19.6 by 8.4 (av.), f. f., s. l	7.01*	42 75	.....	.85 m. decrease. 30 days from Mar. 19, 1884.
no apt	6	42 75	.....	For 86.32 m. 30 days from Apr. 16, 1884.
in b. c	7	42 75	.....	.03 m. increase. 30 days from Mar. 19, 1884.
r. p. o. (apt.), 14 by 6.10, 1 l	6	42 75	.....	.07 m. decrease. 30 days from Mar. 19, 1884.
in b. c	6	42 75	.....	.15 m. decrease. 30 days from Mar. 19, 1884.
9.4 by 5.10, f. f., s. l	6	42 75	.....	.25 m. increase. 30 days from Mar. 19, 1884.
no apt	12	42 75	.....	30 days from Mar. 19, 1884.
.....do.	6	42 75	.....	Do.
r. p. o. (apt.), 10 by 7.8, s. l	6	42 75	.....	For 81.99 m. 30 days from Apr. 16, 1884. Consolidated with route 23068 from July 1, 1884.
in b. c	6	42 75	.....	.25 m. decrease. 30 days from Mar. 19, 1884.
no apt	6	42 75	.....	.80 m. increase. 30 days from Mar. 19, 1884.
11.5 by 6.2 (av.), f. f., s. l	6	42 75	.....	2.15 m. decrease. 30 days from Mar. 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
							Pounds.	Lbs.
382	Ohio ..	21072	Edison, Mount Gilead ..	Cleveland, Columbus, Cincinnati and Indianapolis Railway.	2.40	13	6,086	202
383	Ky ...	20026	Shelbyville, Bloomfield.	Louisville and Nashville Railroad.	27.75	16	6,033	201
384	N. C ..	13013	Jamesville, Washington.	Jamesville and Washington Railroad.	22.57	12	5,952	198
385	S. C ...	14015	Lanes, Sumter.....	Central Railroad of South Carolina.	40	30	5,860	195
386	Ky ...	20006	Bardstown Junction, Bardstown.	Louisville and Nashville Railroad.	17.93	15	5,870	195
387	Ga ...	15026	Toccoa, Elberton	Elberton Air-Line Railroad.	51.45	15	5,737	191
388	Mo ...	28045	Cape Girardeau, Puxico.	Cape Girardeau Southwestern Railway.	43.99	10	5,709	190
389	Ga....	15020	Cartersville, Cedartown.	East and West Railroad of Alabama.	37.53	20	5,679	189
390	Tenn ..	19005	Fayetteville, Decherd..	Nashville, Chattanooga and Saint Louis Railway.	40.41	18	5,647	188
391	W. Va.	12011	Weston, Buckhannon...	Weston and Buckhannon Railroad.	16.29	12	5,584	186
392	Tenn ..	19003	Rogersville, Bull's Gap.	Rogersville and Jefferson Railroad.	16.42	16	5,559	185
393	Ohio ..	21067	Alliance, Phalanx Station (n. o.).	Cleveland, Youngstown and Pittsburgh Railway.	26.10	15	5,538	184
394	Ill	23062	Kankakee, Bloomington.	Illinois Central Railroad...	87.13	25	5,509	183
395	Iowa ..	27056	Des Moines, Cedar Falls.	Wisconsin, Iowa and Nebraska Railway.	107.40	21	5,500	183
396	Ohio ..	21056	Saint Clairsville, Shields.	Saint Clairsville Railway..	7.26	15	5,402	180
397	Ind ...	22046	Frankfort, East Saint Louis.	Toledo, Cincinnati and Saint Louis Railroad.	245.03	19	5,342	178
398	Ind ...	22036	Switz City, Bedford....	Bedford, Springville, Owensburgh and Bloomfield Railway.	41.47	14	5,257	175
399	Ga....	15038	Cochran, Hawkinsville..	East Tennessee, Virginia and Georgia Railroad.	10.39	14	5,262	175
400	Ga....	15006	Washington, Barnett ...	Georgia Railroad.....	18.58	15	5,252	175
401	S. C ...	14013	Chester C. H., Lancaster C. H.	Cheraw and Chester Railroad	29.47	15	5,197	173
402	Ala ...	17020	Atalla, Gadsden	East Alabama Railway....	5.90	15	5,135	171
403	Ind ...	22016	Fairland, Martinsville ..	Fairland, Franklin and Martinsville Railroad.	38.35	20	5,091	169
404	Ga....	15027	Sandersville, Tennille..	Sandersville and Tennille Railroad.	3.50	18	5,030	167
405	Ala ...	17025	Tuscumbia, Florence ...	Memphis and Charleston Railroad.	6.29	12	4,966	165
406	Conn ..	5002	Stamford, New Canaan ..	Stamford and New Canaan Railroad.	8.89	9	4,940	164
407	Ind ...	22039	Fort Branch, Mount Vernon.	Evansville and Terre Haute Railroad.	38.75	25	4,897	163
408	Ohio ..	21091	Toledo, Findlay.....	Toledo and Indianapolis Railway.	44.72	20	4,852	161
409	Tenn ..	19016	Dickson, Centreville....	Nashville and Tuscaloosa Railroad.	34.59	12	4,794	159
410	Nebr ..	34023	Kenesaw, Holdrege....	Nebraska and Colorado Railroad.	40.32	11	4,771	159
411	Tenn ..	19017	Columbia, Lawrenceburg.	Nashville and Florence Railroad.	36.67	14	4,741	158
412	Mich ..	24054	East Saginaw, Sebewaing.	Saginaw, Tuscola and Huron Railroad.	38.23	20	4,712	157
413	Mich ..	24051	Point Saint Ignace (n. o.), Marquette.	Detroit, Mackinac and Marquette Railroad.	151.37	16.66	4,718	157
414	Ohio ..	21070	Tontogany, Bowling Green.	Bowling Green Railroad...	5.94	20	4,698	156
415	Ga....	15014	Gordon, Eatonton.....	Central Railroad and Banking Company.	38.53	18	4,620	154
416	S. C ...	14009	Hodges, Abbeville.....	Columbia and Greenville Railroad.	11.93	12	4,643	154
417	Ga....	15043	Belton, Tallulah	Northeastern Railroad of Georgia.	33.23	20	4,612	153

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
no apt	18	42 75	.....	.05 m. increase. 30 days from Mar. 19, 1884.
10.3 by 7.3, f. f., s. l	12	42 75	.....	1.78 m. increase. 30 days from Mar. 19, 1884.
no apt	6	42 75	.....	30 days from Mar. 19, 1884.
19.8 by 7.10, f. f., s. l	7	42 75	.....	Do.
no apt	6	42 75	.....	.05 m. decrease. 30 days from Mar. 19, 1884.
10.6 by 5.8, f. f., s. l	6	42 75	.....	1.03 m. increase. 30 days from Mar. 19, 1884.
no apt	8.43	42 75	.....	For 26.85 m. 30 days from May 7, 1884.
..... do	7	42 75	.....	.98 m. increase. 30 days from Mar. 19, 1884.
8 by 6.6, f. f., s. l	6	42 75	.....	.04 m. increase. 30 days from Mar. 19, 1884.
no apt	12	42 75	.....	30 days from July 23, 1884.
6.6 by 6, f. f., s. l	6	42 75	.....	.02 m. increase. 30 days from Mar. 19, 1884.
6.5 by 5.9, f. f., s. l	12	42 75	.....	1.07 m. increase. 30 days from Mar. 19, 1884.
r. p. o. (apt.), av. 10.11 by 6.6	6	42 75	.....	30 days from Mar. 19, 1884
r. p. o. (apt.), 15.6 by 8.9, s. l	6	42 75	.....	30 days from Apr. 16, 1884.
no apt	12	42 75	.....	.13 m. decrease. 30 days from Mar. 19, 1884.
12.2 by 5.9, f. f., s. l	6	42 75	.....	6.77 m. increase. 30 days from Mar. 19, 1884.
6.7 by 4.6, f. f., s. l	6	42 75	.....	.18 m. increase. 30 days from Mar. 19, 1884.
in b. c	12	42 75	.....	.20 m. decrease. 30 days from Mar. 19, 1884
..... do	7	42 75	.....	.02 m. increase. 30 days from Mar. 19, 1884.
7.4 by 4.10, f. f., s. l	6	42 75	.....	.73 m. decrease. 30 days from Mar. 19, 1884.
in b. c	6	42 75	.....	.23 m. decrease. 30 days from Mar. 19, 1884.
12 by 6.10, f. f., s. l	6	42 75	.....	30 days from Mar. 19, 1884.
no apt	14	42 75	.....	Do.
..... do	7	42 75	.....	.02 m. decrease. 30 days from Mar. 19, 1884.
in b. c	12	42 75	.....	30 days from Aug. 28, 1883.
9.3 by 5.6, f. f., s. l	7.05*	42 75	.....	.65 m. decrease. 30 days from Mar. 19, 1884.
no apt	6	42 75	.....	30 days from Mar. 19, 1884.
..... do	6	42 75	.....	1.63 m. decrease. 30 days from Mar. 19, 1884.
..... do	6	42 75	.....	30 days from Apr. 16, 1884.
6 by 3 6, f. f., s. l	6	42 75	.....	1.63 m. decrease. 30 days from Mar. 19, 1884.
no apt	6	42 75	.....	30 days from Mar. 19, 1884.
..... do	6	42 75	.....	Do.
..... do	18*	42 75	.....	.43 m. decrease. 30 days from Mar. 19, 1884.
15 by 8, f. f., s. l	6	42 75	.....	.04 m. decrease. 30 days from Mar. 19, 1884.
in b. c	6	42 75	.....	.11 m. increase. 30 days from Mar. 19, 1884.
10.2 by 7.2, f. f., s. l	6	42 75	.....	.02 m. decrease. 12 m. lap service at \$15 per m. 30 days from Mar. 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
418	Mich.	24056	Petosky, Harbor Springs.	Bayview, Little Traverse and Mackinaw Railroad.	8.35	14.76	4,601	153
419	Ohio..	21077	Nelsonville, New Straitsville.	Columbus, Hocking Valley and Toledo Railway.	19.94	22	4,500	150
420	Ga....	15019	Barnesville, Thomaston	Central Railroad and Banking Company.	16.53	11	4,493	149
421	Miss..	18017	Durant, Lexington....	Illinois Central Railroad...	13.16	12.50	4,474	149
422	N. C..	13020	Tarborough, Williams- ton.	Albemarle and Raleigh Railroad.	33.61	25	4,458	148
423	S. C...14020	Lane's, Georgetown....	Georgetown and Lane's Railroad.		39.20	20	4,459	148
424	N. J..	7058	Two Bridges Junction (n. o.), Stroudsburgh.	New York, Susquehanna and Western Railroad.	47.85	25	4,314	143
425	Tenn..	19015	Columbia, Fayetteville..	Nashville, Chattanooga and Saint Louis Railway.	48.87	12	4,172	139
426	Ala...17024	Elmore, Wetumpka.....	South and North Alabama Railroad.		6.92	12	4,186	139
427	Ga....15034	Gainesville, Social Circle.	Gainesville, Jefferson and Southern Railroad.		52.27	12	4,140	138
428	Mich..24063	Lawton, Hartford.....	Paw Paw, Toledo and South Haven Railroad.		20.21	7.87	4,081	136
429	Ga....15028	Wadley, Louisville....	Louisville and Wadley Railroad.		10.62	15	4,052	135
430	Tenn..19014	Knoxville, Maryville..	Knoxville and Augusta Railroad.		18.45	14	4,062	135
431	W. Va.12012	Grafton, Philippi.....	Grafton and Greenbrier Railroad.		24	12	3,999	133
432	Kans..33039	Girard, Chanute.....	Southern Kansas Railway.		41.23	15	3,997	133
433	Mo...28035	Neelysville, Doniphan..	Saint Louis, Iron Mountain and Southern Railway.		20.09	8	3,955	131
434	Miss..18016	Meridian, Ellisville....	New Orleans and Northeastern Railroad.		65.03	28	3,955	131
435	N. Y..6059	Olean, Nunda Junction (n. o.).	Lackawanna and Pittsburgh Railroad.		70.14	17	3,932	131
436	Ohio..21075	Paulding, Greenville....	Cincinnati, Van Wert and Michigan Railroad.		76.50	20	3,910	130
437	Wis..25055	Brandon, Markesan.....	Chicago, Milwaukee and Saint Paul Railway.		11.78	17	3,915	130
438	Ind...22015	North Vernon, Rushville.	Cincinnati, Indianapolis, Saint Louis and Chicago Railroad.		45.50	23	3,861	128
439	Ky...20013	Willard, Greenup.....	Eastern Kentucky Railroad.		34.31	15	3,804	126
440	Ind...22026	Washington, Evansville.	Indianapolis and Evansville Railway.		58.30	15	3,806	126
441	Tenn..19010	Tracy City, Cowan.....	Tennessee Coal and Railroad Company.		20.25	18	3,754	125
442	N. C..13018	University Station, Chapel Hill.	Richmond and Danville Railroad.		11.16	12	3,751	125
443	Mo...28055	Clinton, Brownington..	Kansas City and Southern Railway.		11.55	18	3,697	123
444	Ala...17011	Gainesville, Narkeeta...	Tram Road Transportation Company.		22.09	5	3,645	121
445	Mo...28043	Summitville, Bonne Terre.	Saint Joe and Desloge Railway.		13.20	15	3,605	120
446	Iowa..27091	New Sharon, Newton...	Central Iowa Railway...		33.66	12	3,629	120
447	Ga....15034	Monroe, Social Circle...	Gainesville, Jefferson and Southern Railroad.		10.72	17	3,525	117
448	Ga....15040	Albany, Blakely.....	Southwestern Railroad...		50.19	12	3,486	116
449	Wis..25054	Trempeleau, Galesville..	Chicago and Northwestern Railway.		8.23	20	3,497	116
450	N. H..1022	Plymouth, North Woodstock.	Boston, Concord and Montreal Railroad.		21.06	16	3,473	115
451	N. Y..6126	Buffalo (Erie st.), Black Rock (N. Y. C. sta.) (n. o.).	Grand Trunk Railway....		4.59	18	3,391	113
452	N. Y..6128	Hayt's Corners, Willard.	Geneva, Ithaca and Sayre Railroad.		5.42	12	3,386	113
453	Ohio..21081	Delphos, Carey.....	Cleveland, Delphos and Saint Louis Railroad.		56.60	15	3,388	112
454	Ohio..21086	Alliance, Niles.....	Alliance, Niles and Ash- tabula Railroad.		27.93	25	3,359	111

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for trans- portation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
no apt	18	42 75	.....	30 days from Mar. 19, 1884.
4 by 7.9, f. f., s. l	12	42 75	.....	.01 m. increase. 30 days from Mar. 19, 1884.
4 by 4; no clerk	12	42 75	.....	.10 m. increase. 30 days from Mar. 19, 1884.
in b. c.	6	42 75	.....	30 days from Mar. 19, 1884.
10.2 by 6.9, f. f., s. l	7	42 75	.....	2.73 m. increase. 30 days from Mar. 24, 1884.
in b. c.	7	42 75	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.), 13.4 by 6.9, 1 l	6	42 75	.....	30 days from Nov. 5, 1883.
8 by 5, f. f., s. l	6	42 75	.....	.32 m. increase. 30 days from Mar. 19, 1884.
no apt	7	42 75	.....	.11 m. increase. 30 days from Mar. 19, 1884.
.....do	6	42 75	.....	30 days from June 4, 1884.
.....do	10.92*	42 75	.....	30 days from Mar. 19, 1884.
.....do	12	42 75	.....	Do.
.....do	6	42 75	.....	Do.
.....do	6	42 75	.....	30 days from Aug. 12, 1884.
.....do	6	42 75	.....	30 days from Apr. 16, 1884.
.....do	6	42 75	.....	Do.
in b. c.; no clerk	6	42 75	.....	30 days from Nov. 1, 1883.
in b. c.	9	42 75	.....	For 40.51 m. 30 days from Aug. 14, 1884.
no apt	6	42 75	.....	1.47 m. increase. 30 days from Mar. 19, 1884.
.....do	6	42 75	.....	30 days from Mar. 19, 1884.
12 by 6.10, f. f., s. l	6	42 75	.....	Do.
10.6 by 5, f. f., s. l	7.65*	42 75	.....	.45 m. decrease. 30 days from Mar. 19, 1884.
9.3 by 6, f. f., s. l	6	42 75	.....	30 days from Mar. 19, 1884.
7 by 3, f. f., s. l	7	42 75	.....	2.06 m. decrease. 30 days from Mar. 19, 1884.
16 by 8, f. f., s. l	6	42 75	.....	.54 m. decrease. 30 days from Mar. 19, 1884.
no apt	6	42 75	.....	30 days from Apr. 16, 1884.
in b. c.	6	42 75	.....	.03 m. increase.* 30 days from Mar. 19, 1884.
no apt	18*	42 75	.....	30 days from Apr. 16, 1884.
.....do	7.10	42 75	.....	Do.
in b. c.	12	42 75	.....	30 days from Mar. 19, 1884.
r. p. o. (apt.), 15 by 9.8, f. f., 1 l	6	42 75	.....	.13 m. increase. 30 days from Mar. 19, 1884.
no apt	12	42 75	.....	30 days from Apr. 16, 1884.
in b. c.	13.98	42 75	.....	30 days from Sept. 4, 1883.
r. p. o. (apt.), 25 by 6.10, 1 l	6	42 75	.....	30 days from June 11, 1883.
in b. c.	18	42 75	.....	30 days from Sept. 4, 1883.
no apt	6	42 75	.....	.55 m. decrease. 30 days from Mar. 19, 1884.
.....do	6	42 75	.....	30 days from Mar. 19, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
455	Ky ...	20019	Johnson Junction, Hillsborough.	Cincinnati and Southeastern Railroad.	16.90	15	3,343	111
456	Dak ..	35014	Brookings, Watertown..	Chicago and Northwestern Railway.	48.24	23	3,271	109
457	Nebr .	34024	Chester, Hebron	Nebraska and Colorado Railroad.	11.83	12.50	3,214	107
458	Ala ...	17028	East and West Junction (n. o.), Broken Arrow.	East and West Railroad, of Alabama.	41.75	15	3,200	106
459	N. C ..	13019	Halifax, Scotland Neck .	Wilmington and Weldon Railroad.	21	15	3,152	105
460	Ind ...	22035	New Salisbury, Corydon.	Louisville, New Albany and Corydon Railroad.	8.39	12	3,176	105
461	Ohio ..	21085	New Richmond Junction (n. o.), New Richmond.	Cincinnati and Eastern Railway.	14.66	16	3,145	104
462	Minn .	26047	Sauk Centre, Eagle Bend.	Saint Paul, Minneapolis and Manitoba Railway.	37.34	12	3,104	103
463	Mich .	24044	Harrison Junction (n. o.), Meredith.	Flint and Pere Marquette Railroad.	29.65	14.26	3,101	103
464	Kans .	33038	Leavenworth, Meriden Junction (n. o.)	Leavenworth, Topeka and Southwestern Railway.	46.98	18	3,031	101
465	Nebr .	34022	Wakefield, Hartington..	Chicago, Saint Paul, Minneapolis and Omaha Railroad.	33.80	15	3,029	100
466	Ala ...	17021	Eufaula, Clayton	Eufaula and Clayton Railroad.	21.53	15	3,026	100
467	Ga....	15034	Monroe, Social Circle ...	Gainesville, Jefferson and Southern Railroad.	10.72	16	3,008	100
468	S. C...	14019	Blackville, Barnwell C. H.	Barnwell Railroad.....	9.64	12	2,931	97
469	Ky ...	20022	Mount Sterling, Cornwell.	Coal Road Construction Company.	18.75	15	2,920	97
470	Ala ...	17014	Opelika, Buffalo	East Alabama Railway....	22.19	18	2,934	97
471	Ga....	15041	Cuthbert, Fort Gaines ..	Southwestern Railroad....	23.23	17	2,890	96
472	Ohio ..	21048	Lore City, Cumberland .	Cincinnati, Wheeling and New York Railroad.	18.77	15	2,852	95
473	Ga....	15033	Talbotton, Bostick (n.o.)	Talbotton Railroad.....	7.20	20	2,879	95
474	Ky ...	20031	Madisonville, Providence.	Louisville and Nashville Railroad.	16.70	10	2,871	95
475	Ga....	15017	Fort Valley, Perry.....	Southwestern Railroad....	12.86	15	2,865	95
476	Tenn .	19012	Victoria, Bridgeport	Nashville, Chattanooga and Saint Louis Railway.	19.71	12	2,722	94
477	Ohio ..	21059	College Hill Junction (n. o.), Mount Healthy.	Cincinnati Northwestern Railway.	7.08	18	2,804	93
478	Mich .	24012	Niles, South Bend.....	Michigan Central Railroad.	12.43	14.8	2,812	93
479	Ohio ..	21088	Cecil, Paulding	Paulding and Cecil Railway.	6.86	.....	2,814	93
480	Iowa..	27088	Eldora Junction (n. o.), Iowa Falls.	Chicago, Iowa and Dakota Railway.	21.49	20	2,788	92
481	Tex... 31044	Jacksonville, Alto	Kansas and Gulf Short Line Railroad.	28.11	20	2,714	90	
482	Iowa .	27088	Eldora Junction (n. o.) Eldora.	Chicago, Iowa and Dakota Railway.	5.80	20	2,661	88
483	Mich .	24038	Iron River Junction (n. o.), Iron River.	Chicago and Northwestern Railway.	19.81	18	2,666	88
484	Ohio ..	21087	Huron, Norwalk	Wheeling and Lake Erie Railroad.	13.67	23	2,665	88
485	Colo ..	38029	Boulder, Sunset.....	Greeley, Salt Lake and Pacific Railway.	13.11	10	2,656	88
486	Ill ...	23028	Junction, Mound City...	Mound City Railroad	2.94	6	2,608	86
487	Tenn .	19018	Johnson City, Cranberry Forge.	East Tennessee and Western North Carolina Railroad.	33.80	12	2,556	85
488	Mich .	24047	Flint, Fostoria	Flint and Pere Marquette Railroad.	24.46	15	2,522	84
489	Ky ...	20028	Kings Mountain Station, Yosemite.	Cincinnati, Green River and Nashville Railroad.	11.42	15	2,497	83
490	Tenn .	19019	Moscow, Somerville.....	Memphis and Charleston Railroad.	13.49	20	2,370	79

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
no apt	9.81*	42 75	.....	.18 m. decrease. 30 days from Apr. 1, 1884.
.....do	6	42 75	.....	30 days from Apr. 16, 1884.
.....do	12	42 75	.....	Do.
.....do	6	42 75	.....	30 days from Mar. 19, 1884.
19.8 by 7.10, f. f. ; no clerk	6	42 75	.....	Do.
no apt	6	42 75	.....	Do.
15 by 7, f. f., s. l.	6	42 75	.....	Do.
no clerk	6	42 75	.....	30 days from Apr. 16, 1884.
no apt	12	42 75	.....	For 14.87 m. 30 days from Mar. 19, 1884.
7 by 6, f. f., s. l.	6	42 75	.....	30 days from Apr. 16, 1884.
no clerk	6	42 75	.....	Do.
no apt	6	42 75	.....	.02 m. increase. 30 days from Mar. 19, 1884.
in b. c.	12	42 75	.....	Reweighed for 30 days from Mar. 19, 1884.
no apt	12	42 75	.....	.22 m. increase. 30 days from Mar. 19, 1884.
.....do	6	42 75	.....	.93 m. decrease. 30 days from Mar. 19, 1884.
8 by 6, f. f. ; no clerk	6	42 75	.....	.40 m. decrease. 30 days from Mar. 19, 1884.
no apt	6	42 75	.....	.03 m. increase. 30 days from Mar. 19, 1884.
.....do	9.53*	42 75	.....	30 days from Mar. 19, 1884.
.....do	12	42 75	.....	Do.
.....do	6	42 75	.....	.19 m. increase. 30 days from Mar. 19, 1884. 16.51 m. from Apr. 16, 1883, to June 30, 1884.
.....do	6	42 75	.....	.46 m. decrease. 30 days from Mar. 19, 1884.
.....do	6	42 75	.....	.09 m. increase. 30 days from Mar. 19, 1884.
.....do	12	42 75	.....	30 days from Mar. 19, 1884.
.....do	9*	42 75	.....	Do.
.....do	6	42 75	.....	.42 m. increase. 30 days from Mar. 19, 1884.
.....do	7.53	42 75	.....	30 days from Apr. 16, 1884.
.....do	6	42 75	.....	Do.
.....do	12	42 75	.....	30 days from Dec. 17, 1883.
.....do	7	42 75	.....	30 days from Apr. 16, 1884.
.....do	12	42 75	.....	30 days from Mar. 19, 1884.
.....do	7	42 75	.....	30 days from Apr. 16, 1884.
.....do ..	6	42 75	.....	30 days from Mar. 19, 1884.
10.8 by 5.6, f. f., s. l.	6	42 75	.....	.05 m. increase. 30 days from Mar. 19, 1884.
no apt	6	42 75	.....	30 days from Mar. 19, 1884.
.....do	6	42 75	.....	Do.
.....do	6	42 75	.....	.18 m. decrease. 30 days from Apr. 21, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
							Pounds.	Lbs.
491	N. J ..	7020	Pleasantville, Somers Point.	West Jersey Railroad.....	7.31	17	2,371	79
492	Ga....	15032	Suwanee, Lawrenceville.	Lawrenceville Branch Railroad.	10.43	15	2,379	79
493	Iowa ..	27082	Winfield, Martinsburgh.	Burlington and Western Railway.	47.70	12.75	2,340	78
494	Mich ..	24059	Milton Junction (n. o.), Luther.	Grand Rapids and Indiana Railroad.	11.50	10.48	2,315	77
495	Fla ...	16010	Sanford, Lake Jessup...	Sanford and Indian River Railroad.	10.43	12	2,325	77
496	Ohio ..	21021	Carey, Findlay.....	Indiana, Bloomington and Western Railway.	16	15	2,294	76
497	Miss ..	18011	Greenville, Arcola	Georgia Pacific Railway ..	21.90	15	2,260	75
498	Ohio ..	21093	New Galilee, East Carmel	New York, Pittsburgh and Chicago Railway.	15.35	25	2,201	73
499	Ohio ..	21057	Jeffersonville, Clayville Junction (n. o.)	Cincinnati, Columbus and Hocking Valley Railway.	28	10	2,168	72
500	Mass ..	3075	Bellingham, Franklin ..	Milford, Franklin and Providence Railroad.	5.37	20	2,134	71
501	Ill	23022	Joliet, Lake Station	Michigan Central Railroad.	45.67	25	2,138	70
502	Ind ...	22028	Fair Oaks, Attica	Chicago and Great Southern Railway.	56.34	20	2,120	70
503	Mich ..	24046	Mars, Hart	Chicago and West Michigan Railway.	4.15	19.8	2,128	70
504	Ga....	15035	Roswell Junction (n. o.), Roswell.	Roswell Railway.....	10.87	15	2,102	70
505	Ga....	15024	Columbus, Chipley	Columbus and Rome Railroad.	33	18	2,051	68
506	Ohio ..	21082	Saint Mary's, Minster ..	Lake Erie and Western Railway.	10.06	20	2,033	67
507	Me ...	23	Monson Junction (n. o.), Monson.	Monson Railroad	6.16	12	2,010	67
508	Wis ..	25056	Dexterville Junction (n. o.), Vesper.	Wisconsin, Pittsville and Superior Railway.	20.29	10	1,953	65
509	N. C ..	13017	Alma, Plainview.....	Alma and Little Rock Railroad.	12.88	12	1,942	64
510	Ind ...	22031	Attica, Yeddo	Chicago and Great Southern Railway.	21.32	20	1,947	64
511	Minn ..	26051	Rush City, Grantsburgh.	Saint Paul and Duluth Railroad.	17.34	18	1,870	62
512	Wis ..	25053	Red Cedar Junction (n. o.), Menomonee.	Chicago, Milwaukee and Saint Paul Railway.	16.46	11	1,866	62
513	Mich ..	24053	Humboldt, Republic....	Marquette, Houghton and Ontonagon Railroad.	8.70	18	1,822	60
514	Ala ...	17027	Montgomery, Ada ...	Montgomery Southern Railway.	21	.....	1,650	55
515	Ind ...	22037	Anderson, Noblesville ..	Anderson, Lebanon and Saint Louis Railroad.	19.96	20	1,592	53
516	N. J ..	7060	Sea Isle Junction (n. o.), Sea Island City.	West Jersey Railroad	4.97	20	1,619	53
517	Pa	8153	Sunbury, Lewisburgh ..	Philadelphia and Reading Railroad.	9.84	23	1,561	52
518	Ga ...	15045	Gainesville, Jefferson...	Gainesville, Jefferson and Southern Railroad.	22.70	13	1,582	52
519	Fla ...	16017	Micanopy Junction (n. o.), Micanopy.	Florida Southern Railway	4.11	20	1,442	48
520	Ga....	15045	Emory, Jefferson	Gainesville, Jefferson and Southern Railroad.	13.51	13	1,445	48
521	Ohio ..	21050	Deshler, McComb	McComb, Deshler and Toledo Railroad.	10.28	20	1,428	47
522	Ala ..	17023	Birmingham, Pratt Mines.	Pratt Coal and Iron Company.	6.74	12	1,399	46
523	Tenn ..	19023	Lyles, Warner.....	Warner Iron Company....	1.50	10	1,322	44
524	Tenn ..	19021	Spring City, Oliver Springs.	Tennessee Central Railroad.	12.16	13	1,348	44
525	N. J ..	7059	Delaware Station, Columbia Junction (n.o.).	New York, Susquehanna and Western Railroad.	3.16	25	1,310	43
526	Ala ...	17027	Montgomery, Ada	Montgomery Southern Railway.	21.01	13	1,318	43
527	Mich ..	24058	Narenta Station (n. o.), Metropolitan.	Chicago and Northwestern Railway.	35.01	16	1,231	41

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
in b. c.	6	42 75	.....	30 days from Sept. 4, 1883.
no apt	6	42 75	.....	.53 m. increase. 30 days from Mar. 19, 1884.
.....do	6	42 75	.....	.03 m. increase. 30 days from July 25, 1883.
.....do	11. 55*	42 75	.....	30 days from Mar. 19, 1884.
in b. c.	6	42 75	.....	Do.
no apt	6	42 75	.....	Do.
.....do	6	42 75	.....	.48 m. decrease. 30 days from June 30, 1884.
.....do	6	42 75	.....	30 days from Mar. 19, 1884.
.....do	6	42 75	.....	Do.
in b. c.	21	42 75	.....	30 days from Nov. 15, 1883.
r. p. o. (apt.), 11.8 by 6.8, s. l.	6	42 75	.....	.06 m. increase. 30 days from July 30, 1883.
no apt	6	42 75	.....	30 days from Mar. 19, 1884.
.....do	6	42 75	.....	Do.
in b. c.	6	42 75	.....	.13 m. decrease. 30 days from Mar. 19, 1884.
24 by 7, f. f., s. l.	6	42 75	.....	.30 m. increase. 30 days from Mar. 19, 1884.
no apt	6	42 75	.....	.81 m. decrease. 30 days from Mar. 19, 1884.
in b. c.	12	42 75	.....	30 days from May 1, 1884.
no apt	6	42 75	.....	30 days from Apr. 16, 1884.
.....do	6	42 75	.....	.29 m. increase. 30 days from Mar. 19, 1884.
.....do	6	42 75	.....	30 days from Mar. 19, 1884.
.....do	6	42 75	.....	Do.
.....do	6	42 75	.....	30 days from Apr. 19, 1884.
.....do	6	42 75	.....	All land grant. 30 days from Apr. 16, 1884.
.....do	6	42 75	.....	30 days from Mar. 19, 1884.
.....do	6	42 75	.....	.92 m. increase. 30 days from Mar. 19, 1884.
in b. c.	12	42 75	.....	30 days from Aug. 14, 1884.
.....do	6	42 75	.....	30 days from May 1, 1884.
.....do	6	42 75	.....	Route restated from May 1, 1884. 30 days from Mar. 19, 1884.
no apt	6	42 75	.....	30 days from Mar. 19, 1884.
.....do	6	42 75	.....	30 days from June 4, 1884.
.....do	6	42 75	.....	30 days from Mar. 19, 1884.
.....do	12	42 75	.....	.65 m. increase. 30 days from Mar. 19, 1884.
.....do	6	42 75	.....	30 days from Mar. 19, 1884.
.....do	6	42 75	.....	.16 m. increase. 30 days from Mar. 19, 1884.
.....do	6	42 75	.....	30 days from Nov. 5, 1883.
in b. c.	6	42 75	.....	30 days from Oct. 1, 1883.
.....do	6	42 75	.....	30 days from Apr. 16, 1884.

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.	Average weight carried whole distance.	
							30 days, total.	Per day, total.
					Miles.		Pounds.	Lbs.
528	W. Ter.	43010	Bolles Junction (n. o.), Riparia.	Oregon Railway and Navigation Company.	31.10	7	1,256	41
529	Ill	23031	Belleville, O'Fallon Depot.	Louisville and Nashville Railroad.	7.34	13	1,258	41
530	Ky ...	20023	Louisville, Prospect (n. o.).	do.....	11	11	1,255	41
531	Tenn .	19022	Hunnicutt, Poplar Creek	Walden's Ridge Railroad..	18.06	12	1,184	39
532	Ill	23060	Greenfield, Kampsville.	Litchfield, Carrollton and Western Railroad.	22.90	15	1,157	38
533	Minn .	26049	Saint Cloud, Hinckley ..	Saint Paul, Minneapolis and Manitoba Railway.	68.04	13	1,113	37
534	Ind ...	22040	Covington, Snoddy's Mills.	Chicago and Eastern Illinois Railroad.	9.49	15	1,111	37
535	Fla ...	16005	Pensacola, Millview	Pensacola and Perdido Railroad.	10.25	15	1,037	34
536	Pa	8151	Youngwood (n. o.), United.	Pennsylvania Railroad....	8.84	8	945	31
537	Ind ...	22041	Stewartsville, New Harmony.	Peoria, Decatur and Evansville Railway.	7.34	20	873	29
538	Utah .	41009	Colton, Scofield	Denver and Rio Grande Railway.	17.30	12	855	28
539	Mich .	24011	Slocomb Junction (n.o.), Grosse Isle.	Michigan Central Railroad.	2.36	15	811	27
540	Wis ..	25045	Monico, Rhinelanders....	Milwaukee, Lake Shore and Western Railway.	14.76	25	742	24
541	W. Va	12009	Shaw, Elkins	West Virginia Central and Pittsburgh Railway.	21.63	11	637	21
542	Ga	15029	Hartwell, Bowersville ..	Hartwell Railroad Construction and Operating Company.	10.15	15	627	20
543	Ga	15023	Brunswick, Albany.....	Brunswick and Western Railroad.	171.73	21	7,157	238
544	Pa	8048	West Chester, Phoenixville.	Pennsylvania Railroad ...	18.42	24	3,549	118
545	Cal ..	46042	Mojave, Needles	Southern Pacific Railroad.	240.46	23	7,125	237
546	N. Mex	39003	Albuquerque, Needles..	Atlantic and Pacific Railroad.	574.70	21	20,773	692
547	Minn .	26001	Duluth, Brainerd	Northern Pacific Railroad.	110.60	20	4,774	158
548	Pa	8126	Bowmansdale, Shippensburg.	Harrisburg and Potomac Railroad.	32.45	20	3,183	106
549	Wis ..	25032	Ashland Junction (n.o.), Ashland.	Chicago, Saint Paul, Minneapolis and Omaha Railway.	4.64	20	2,057	68
550	Ala ...	17022	Selma, Martin's Station.	New Orleans and Selma Railroad.	21	18	1,282	42
551	Miss..	18013	Stoneville, Johnsonville.	Georgia Pacific Railway ..	20.54	12	877	29
552	Minn .	26050	Crookston, Saint Hilaire	Saint Paul, Minneapolis and Manitoba Railway.	28.73	14	897	29
553	Fla ...	16013	Tallahassee, Saint Marks.	Florida Central and Western Railroad.	21.89	20	461	15
554	N. Y..	6125	Hopewell Junction, Nicopee Junction (n. o.).	New York and New England Railroad.	11.19	28	618	20

are conveyed, the accommodations for mails and agents, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.
		<i>Dollars.</i>	<i>Dollars.</i>	
no apt	7	42 75	.....	30 days from Apr. 16, 1884.
.....do	6	42 75	.....	30 days from Mar. 19, 1884.
.....do	6	42 75	.....	30 days from Apr. 17, 1884.
.....do	6	42 75	.....	.04 m. decrease. 30 days from Mar. 19, 1884.
.....do	11*	42 75	.....	30 days from June 4, 1884.
no clerk.....	6	42 75	.....	30 days from Apr. 16, 1884.
no apt	6	42 75	.....	.12 m. increase. 30 days from Mar. 19, 1884.
in passenger car	7	42 75	.....	1.92 m. increase. 30 days from Mar. 19, 1884.
in b. c.....	6	42 75	.....	30 days from Nov. 5, 1883.
no apt	12	42 75	.....	.56 m. increase. 30 days from Mar. 19, 1884.
.....do	6	42 75	.....	30 days from Apr. 16, 1884.
.....do	6	42 75	.....	30 days from Mar. 19, 1884.
.....do	6	42 75	.....	30 days from Apr. 16, 1884.
in b. c.....	6	42 75	.....	30 days from Mar. 19, 1884.
.....do	6	42 75	.....	.15 m. increase. 30 days from Mar. 19, 1884.
14.6 by 8.7, f. f., s. l	7	38 48	.....	.66 m. decrease. 30 days from Mar. 19, 1884.
no apt	18.94	38 48	.....	For 7.14 m. 30 days from May 5, 1884.
apt	7	36 25	.....	30 days from Apr. 16, 1884.
21 by 9, f. f., s. l.....	7	34 20	.....	30 days from Aug. 1, 1884.
no r. p. o. clerk	9.15*	34 20	.....	4.02 m. decrease. Part.
in b. c.....	16.65	34 20	.....	For 25.23 m. 30 days from Aug. 14, 1884.
no apt	12	34 20	.....	30 days from Apr. 16, 1884.
in charge of conductor.....	3	29 93	.....	.45 m. decrease. 30 days from Mar. 19, 1884.
no apt	3	29 93	.....	.11 m. increase. 30 days from June 30, 1884.
.....do	3	29 92		30 days from Mar. 19, 1884.
in b. c.....	3	29 92		Do.
r. p. o. (apt.), 26.6 by 8.10, 1 l	6	15 00		30 days from Mar. 26, 1884.

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Title.	Order.	No. of route.	Title.	Order.	No. of route.
Alabama and Great Southern R. R.	151	17015	Chicago and Northwestern Railway ...	483	24038
Albemarle and Raleigh R. R.	422	13020	Do.	527	24058
Alliance, Niles and Ashtabula R. R.	454	21086	Do.	45	25009
Alma and Little Rock R. R.	509	13017	Do.	37	25010
Anderson, Lebanon and Saint Louis R. R.	515	22037	Do.	83	25011
Asheville and Spartanburgh R. R.	369	14011	Do.	44	25014
Atlantic and North Carolina R. R.	234	13005	Do.	449	25054
Atlantic and Pacific R. R.	546	39003	Do.	211	27070
Augusta and Knoxville R. R.	367	15037	Do.	342	27089
Baltimore and Ohio R. R.	35	21010	Do.	456	35014
Do.	36	21010	Chicago and West Michigan Railway ..	111	24021
Do.	131	21010	Do.	262	24022
Do.	299	21038	Do.	273	24023
Do.	47	21047	Do.	240	24026
Do.	185	12001	Do.	503	24046
Do.	186	12001	Do.	112	24052
Do.	247	12001	Chicago, Burlington and Kansas City Railway ..	220	27008
Do.	317	8040	Chicago, Burlington and Quincy R. R. ..	13	23007
Barnwell R. R.	468	14019	Do.	31	23010
Bayview, Little Traverse and Mackinaw R. R.	418	24056	Do.	124	27033
Bedford, Springville, Owensburgh and Bloomfield Railway ..	398	22036	Do.	81	23005
Bellaire, Zanesville and Cincinnati Railway ..	361	21063	Do.	34	27005
Boston, Concord and Montreal R. R.	450	1022	Do.	101	27073
Bowling Green R. R.	414	21070	Chicago, Detroit and Canada Grand Trunk Junction R. R.	59	24028
Brunswick and Western R. R.	543	15023	Do.	217	24062
Buffalo, New York and Philadelphia R. R.	162	6061	Chicago, Iowa and Dakota Railway ..	480	27088
Burlington and Missouri River R. R. in Nebraska ..	82	34002	Do.	482	27088
Burlington and Western Railway ..	493	27082	Cleveland, Columbus, Cincinnati and Indianapolis Railway ..	89	21013
Cape Girardeau Southwestern Railway ..	388	28045	Do.	49	21016
Carolina Central R. R.	270	13003	Do.	32	21042
Do.	257	13008	Do.	382	21072
Casselton Branch R. R.	338	35006	Cleveland, Delphos and Saint Louis R. R. ..	453	21081
Central Iowa Railway ..	294	23068	Cleveland, Lorain and Wheeling R. R. ..	198	21041
Do.	378	27086	Cleveland, Mount Vernon and Delaware R. R.	145	21004
Do.	446	27091	Cleveland, Youngstown and Pittsburgh Railway ..	393	21067
Central Ohio R. R.	38	21001	Coal Road Construction Company ..	469	20022
Do.	39	21001	Columbus and Maysville R. R.	364	21066
Do.	106	21001	Columbus and Rome R. R.	505	15024
Central Pacific R. R.	15	46001	Columbus and Western Railway ..	154	17007
Do.	51	46003	Do.	288	17016
Central R. R. and Banking Co.	194	15005	Columbus, Hocking Valley and Toledo Railway ..	161	21036
Do.	152	15010	Do.	199	21053
Do.	68	15012	Do.	158	21074
Do.	415	15014	Do.	419	21077
Do.	425	15019	Do.	347	21084
Central R. R. of South Carolina ..	385	14015	Connotton Valley Railway ..	315	21009
Chagrin Falls and Southern R. R.	325	21079	Do.	281	21092
Charleston and Savannah Railway ..	64	14004	Chicago, Milwaukee and Saint Paul Railway ..	11	23035
Charlotte, Columbia and Augusta R. R.	84	13007	Do.	40	23054
Do.	306	13009	Do.	17	25002
Chattaroi Railway ..	322	20027	Do.	512	25053
Cheraw and Chester R. R.	401	14013	Do.	437	25055
Cheraw and Darlington R. R.	316	14006	Do.	20	26013
Cheraw and Salisbury R. R.	346	14014	Do.	103	27028
Chesapeake and Ohio Railway ..	110	20016	Do.	193	27034
Do.	132	20016	Do.	333	35008
Chesapeake, Ohio & Southwestern R. R.	113	20009	Do.	181	35017
Do.	138	20010	Chicago, Rock Island and Pacific Railway ..	14	23015
Chester and Lenoir Narrow Gauge R. R.	289	14007	Do.	25	27014
Chicago and Atlantic R. R.	252	21090	Chicago, Saint Louis and Pittsburgh R. R.	7	21015
Chicago and Eastern Illinois R. R.	182	22024	Do.	178	22009
Do.	534	22040	Chicago, Saint Paul, Minneapolis and Omaha Railway ..	305	25028
Chicago and Grand Trunk Railway ..	156	24039	Do.	135	25030
Chicago and Great Southern Railway ..	502	22028	Do.	549	25032
Do.	510	22031	Do.	345	25048
Chicago and Northwestern Railway ...	33	23001	Do.	465	34022
Do.	18	23003			
Do.	360	23056			
Do.	105	24031			
Do.	291	24032			

Index to Table G—Continued.

Title.	Order.	No. of route.	Title.	Order.	No. of route.
Cincinnati and Eastern Railway	191	21052	Fernandina and Jacksonville R. R.	192	16009
Do	461	21085	Flint and Pere Marquette R. R.	79	24015
Cincinnati and Greenville R. R.	179	14001	Do	376	24043
Do	353	14008	Do	463	24044
Do	416	14009	Do	153	24045
Do	337	14016	Do	488	24047
Cincinnati and Portsmouth R. R.	239	21060	Do	117	24048
Cincinnati and Southeastern R. R.	455	20019	Do	303	24049
Cincinnati, Columbus and Hocking Valley Railway	499	21057	Florida Central and Western R. R.	221	16002
Cincinnati, Green River and Nashville R. R.	489	20028	Do	104	16006
Cincinnati, Hamilton and Dayton R. R.	75	21026	Do	553	16013
Cincinnati, Hamilton and Indianapolis R. R.	188	21024	Florida Southern Railway	344	16012
Cincinnati, Indianapolis, Saint Louis and Chicago R. R.	172	21071	Do	377	16014
Do	29	22003	Do	519	16017
Do	24	22005	Florida Transit R. R.	254	16001
Do	438	22015	Do	170	16011
Do	266	22045	Fort Wayne, Cincinnati and Louisville R. R.	253	22020
Cincinnati, LaFayette and Chicago R. R.	26	22029	Do	352	22042
Cincinnati, New Orleans and Texas Pa- cific Railway	74	20020	Fremont, Elkhorn and Missouri Valley R. R.	210	34010
Cincinnati Northwestern Railway	477	21059	Gainesville, Jefferson and Southern R. R.	427	15034
Cincinnati, Richmond and Chicago R. R.	129	21025	Do	447	15034
Cincinnati, Selma and Mobile R. R.	298	17006	Do	467	15034
Cincinnati, Van Wert and Michigan R. R.	436	21075	Do	520	15045
Cincinnati, Wabash and Michigan Rail- way	233	22022	Do	518	15045
Cincinnati, Washington and Baltimore R. R.	28	21028	Geneva, Ithaca and Sayre R. R.	452	6128
Do	249	21017	Georgetown and Lanes R. R.	423	14020
Do	160	21018	Georgia R. R.	66	15004
Do	171	21049	Do	400	15006
Cincinnati, Wheeling and New York R. R.	472	21048	Do	278	15007
Cleveland and Marietta R. R.	275	21040	Do	180	15021
Dayton and Michigan R. R.	77	21023	Georgia Pacific Railway	241	15042
Dayton and Union R. R.	297	21022	Do	497	18011
Denver and Rio Grande Railway	116	38012	Do	551	18013
Do	538	41009	Grafton and Greenbrier R. R.	431	12012
Denver, South Park and Pacific R. R.	258	38014	Grand Rapids and Indiana R. R.	222	22021
Detroit, Bay City and Alpena R. R.	335	24057	Do	140	24018
Detroit, Grand Haven and Milwaukee Railway	73	24027	Do	494	24059
Detroit, Lansing and Northern R. R.	197	24016	Grand Trunk Railway	451	6126
Do	85	24017	Greeley, Salt Lake and Pacific Railway ..	485	38029
Do	261	24041	Gulf, Colorado and Santa Fé Railway ..	163	31027
Detroit, Mackinac and Marquette R. R.	413	24051	Harrisburg and Potomac R. R.	548	8126
Des Moines, Osceola and Southern R. R.	371	27084	Hartwell R. R., Construction and Oper- ating Company	542	15029
East Alabama Railway	470	17014	Houston, East and West Texas Rail- way	340	31023
Do	402	17020	Illinois Central R. R.	50	18001
East and West R. R. of Alabama	389	15020	Do	379	18009
Do	458	17028	Do	421	18017
Eastern Kentucky R. R.	439	20013	Do	394	23062
East Tennessee and Western North Carolina R. R.	487	19018	Indiana, Bloomington and Western Railway	5	21012
East Tennessee, Virginia and Georgia R. R.	127	15013	Do	496	21021
Do	399	15038	Do	143	21033
Do	248	17009	Do	88	22018
Do	219	17010	Do	232	23055
Do	56	19002	Indiana, Illinois and Iowa R. R.	336	23082
Do	332	19008	Indianapolis and St. Louis Railway ..	114	22025
Do	331	19009	Do	134	22043
Elberton Air-Line R. R.	387	15026	Jacksonville, Saint Augustine and Halifax River Railway	227	16016
Eufaula and Clayton R. R.	466	17021	Jacksonville Southeastern Railway	301	23046
Eureka Springs Railway	251	29013	Jamesville and Washington R. R.	384	13013
Evansville and Terre Haute R. R.	87	22012	Junction City and Fort Kearney R. R.	205	33015
Do	407	22039	Kansas and Gulf Short Line R. R.	481	31044
Fairland, Franklin and Martinsville R. R.	403	22016	Kansas City and Southern Railway ..	443	28055
Fallbrook Coal Company	209	8139	Kansas City, Fort Scott and Gulf R. R.	184	28036
Do	216	8150	Kansas City, Springfield and Memphis R. R.	128	28017
			Kentucky Central R. R.	93	20002
			Do	204	20015
			Do	350	20030
			Do	196	20032
			Knoxville and Augusta R. R.	430	19014
			Lackawanna and Pittsburgh R. R.	435	6059

Index to Table G—Continued.

Title.	Order.	No. of route.	Title.	Order.	No. of route.
Lake Erie and Western Railway	195	21020	Milwaukee and Northern and Wisconsin and Michigan R. R's	100	25016
Do	506	21082	Do	109	25016
Lake Shore and Michigan Southern Railway	1	6052	Milwaukee, Lake Shore and Western Railway	540	25045
Do	2	6052	Do	229	25050
Do	3	6052	Mississippi and Tennessee R. R.	189	18002
Do	5	6052	Missouri Pacific Railway	202	33040
Do	8	6052	Mobile and Girard R. R.	290	17008
Do	21	6052	Mobile and Ohio R. R.	218	18004
Do	4	21007	Do	368	18007
Do	12	21045	Do	272	18014
Do	159	21062	Do	359	18015
Do	57	24001	Monson R. R.	507	23
Do	142	24002	Montgomery and Eufaula R. R.	141	17003
Do	121	24003	Montgomery Southern Railway	514	17027
Do	90	24004	Do	526	17027
Do	201	24005	Mound City R. R.	486	23028
Do	279	24024	Nashville and Florence R. R.	411	19017
Do	200	24029	Nashville and Tuscaloosa R. R.	409	19016
Do	362	24036	Nashville, Chattanooga and Saint Louis Railway	284	19001
Laurens Railway	374	14012	Do	55	19004
Lawrenceville Branch R. R.	492	15032	Do	390	19005
Leavenworth, Topeka and Southwestern Railway	464	33038	Do	126	19007
Litchfield, Carrollton and Western R. R.	532	23060	Do	476	19012
Louisville and Nashville R. R.	92	19006	Do	348	19013
Do	130	20003	Do	425	19015
Do	22	20004	Do	357	19020
Do	27	20005	Natchez, Jackson and Columbus R. R.	183	18010
Do	386	20006	Nebraska and Colorado R. R.	457	34024
Do	187	20007	New Orleans and Northeastern R. R.	334	18016
Do	42	20008	Do	434	18016
Do	292	20011	New Orleans and Selma R. R.	550	17022
Do	320	20012	New York and New England R. R.	554	6125
Do	30	20017	New York, Chicago and Saint Louis Railway	176	21089
Do	530	20023	New York, Pennsylvania and Ohio R. R.	102	21005
Do	356	20024	Do	115	21034
Do	175	20025	Do	308	21037
Do	383	20026	New York, Pittsburgh and Chicago Railway	498	21093
Do	474	20031	New York, Susquehanna and Western R. R.	424	7058
Do	529	20031	Do	525	7059
Louisville and Wadley R. R.	429	15028	New York, Texas and Mexican Railway	244	31036
Louisville, Evansville and Saint Louis Railway	321	22023	Northeastern R. R.	58	14005
Do	276	22032	Northeastern R. R. of Georgia	310	15025
Do	351	22034	Do	417	15043
Do	237	22048	Northern Pacific R. R.	136	26001
Louisville, New Albany and Chicago Railway	146	22008	Do	137	26001
Do	149	22038	Do	547	26001
Louisville, New Albany and Corydon R. R.	460	22035	Ohio and Mississippi Railway	48	22010
McComb, Deshler and Toledo R. R.	521	21050	Do	177	22019
Marietta and North Georgia R. R.	373	15030	Ohio Central R. R.	307	21055
Marquette, Houghton and Ontonagon R. R.	242	24040	Do	256	21068
Do	513	24053	Ohio Southern R. R.	318	21058
Maryland Central R. R.	293	10024	Omaha and Republican Valley R. R.	282	34015
Memphis and Charleston R. R.	107	17005	Omaha and Southwestern R. R.	94	34004
Do	405	17025	Oregon and California	65	44001
Do	490	19019	Do	78	44001
Michigan Air-Line Railway	341	24033	Oregon Railway and Navigation Co.	528	43010
Michigan and Ohio R. R.	328	24019	Do	76	44005
Michigan Central R. R.	501	23022	Do	98	44005
Do	23	24006	Owensboro' and Nashville R. R.	271	20014
Do	323	24007	Oxford and Henderson R. R.	380	13014
Do	165	24008	Painesville and Youngstown R. R.	363	21046
Do	108	24009	Paulding and Cecil Railway	479	21088
Do	80	24010	Paw Paw and Toledo and South Haven R. R.	428	24063
Do	539	24011	Pennsylvania Company	16	21002
Do	478	24012	Do	91	21003
Do	70	24013	Do	62	21006
Do	286	24014	Do	245	21008
Do	60	24035	Do	264	21035
Michigan, Midland and Canada R. R.	228	24037	Do	223	21043
Midland North Carolina Railway ..	236	13021			
Milford, Franklin and Providence R. R.	500	3075			

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Title.	Order.	No. of route.	Title.	Order.	No. of route.
Pennsylvania Company.....	370	21044	Savannah, Griffin and North Alabama R. R.....	375	15022
Do.....	213	22001	Scioto Valley Railway.....	95	21051
Do.....	230	22006	Shenango and Alleghany Railroad.....	314	8152
Do.....	61	22007	Ship Island, Ripley and Kentucky R. R.....	372	18008
Do.....	358	22011	Silver City, Deming and Pacific R. R.....	274	39006
Pennsylvania R. R.....	544	8048	South and North Alabama R. R.....	203	17004
Do.....	536	8151	Do.....	426	17024
Pensacola and Atlantic R. R.....	167	16015	South Carolina Railway.....	133	14003
Pensacola and Perdido R. R.....	535	16005	Do.....	119	14017
Peorio, Decatur and Evansville Rail- way.....	537	22041	Do.....	259	14018
Philadelphia and Reading R. R.....	517	8153	Southern Kansas Railway.....	432	33039
Pittsburgh and Lake Erie R. R.....	63	8123	Southern Pacific R. R.....	545	46042
Pittsburgh and Western R. R.....	190	8086	South Florida R. R.....	250	16007
Pittsburgh, Cincinnati and Saint Louis Railway.....	148	8055	Southwestern R. R. (Ga.).....	214	15011
Do.....	150	12005	Do.....	122	15016
Do.....	164	21011	Do.....	475	15017
Do.....	19	21014	Do.....	226	15039
Do.....	365	21027	Do.....	448	15040
Do.....	166	21029	Do.....	471	15041
Do.....	260	21030	Southwestern R. R. (Ky.).....	309	20021
Do.....	6	21032	Stamford and New Canaan R. R.....	406	5002
Do.....	285	21083	Stony Clove and Catskill Mountain R. R.....	349	6118
Do.....	168	22014	Talbotton R. R.....	473	15033
Do.....	269	22017	Tennessee Central R. R.....	524	19021
Port Huron and Northwestern Railway	287	24025	Tennessee Coal and Railroad Company.....	441	19010
Do.....	173	24042	Terre Haute and Indianapolis R. R.....	9	22002
Do.....	324	24060	Do.....	304	22013
Do.....	174	24061	Do.....	10	22044
Portland and Ogdensburgh R. R.....	139	10	Terre Haute and Southeastern R. R.....	326	22030
Port Royal and Augusta R. R.....	267	14010	Toledo and Indianapolis Railway.....	408	21091
Pratt Coal and Iron Company.....	522	17023	Toledo, Ann Harbor and Grand Trunk Railway.....	263	24020
Raleigh and Augusta Air-Line R. R.....	212	13010	Toledo, Cincinnati and Saint Louis R. R.....	295	21054
Raleigh and Gaston R. R.....	157	13001	Do.....	277	21061
Republican Valley R. R.....	a209	34009	Do.....	355	21065
Do.....	a213	34009	Do.....	243	21078
Richmond and Danville R. R.....	169	13004	Do.....	381	22033
Do.....	255	13012	Do.....	397	22046
Do.....	442	13018	Tram Road Transportation Co.....	444	17011
Do.....	43	15001	Traverse City R. R.....	215	24034
Rochester and Pittsburgh R. R.....	268	6127	Union Pacific Railway.....	67	41003
Do.....	280	6130	Utah and Northern Railway.....	86	36001
Rogersville and Jefferson R. R.....	392	19003	Valley Railway.....	238	21073
Rome R. R.....	343	15008	Vicksburgh and Meridian R. R.....	147	18003
Roswell R. R.....	504	15035	Wabash, Saint Louis and Pacific Rail- way.....	41	21019
Saginaw, Tuscola and Huron R. R.....	412	24054	Do.....	144	22004
Saginaw Valley and Saint Louis R. R.....	207	24030	Do.....	206	22027
Saint Clairsville Railway.....	396	21056	Do.....	225	23029
Saint Joe and Des Loge Railway.....	445	28043	Do.....	235	23083
Saint John's and Lake Eustis Railway.....	354	16008	Do.....	231	28012
Saint Joseph Valley R. R.....	319	24050	Walden's Ridge R. R.....	531	19022
Saint Louis and San Francisco Railway	366	28053	Warner Iron Company.....	523	19023
Saint Louis, Fort Scott and Wichita R. R.....	300	33036	Western and Atlantic Railroad.....	52	15002
Saint Louis, Iron Mountain and South- ern Railway.....	433	28035	Western North Carolina R. R.....	120	13006
Saint Paul and Duluth R. R.....	511	26051	Do.....	246	13016
Saint Paul, Minneapolis and Manitoba Railway.....	69	26004	West Jersey R. R.....	491	7020
Do.....	99	26005	Do.....	516	7060
Do.....	97	26006	Weston and Buckhannon R. R.....	391	12011
Do.....	296	26039	West Virginia, Central and Pittsburgh Railway.....	541	12009
Do.....	329	26040	Wheeling and Lake Erie R. R.....	265	21080
Do.....	462	26047	Do.....	484	21087
Do.....	533	26049	White Water R. R.....	224	21031
Do.....	552	26050	Wilmington and Weldon R. R.....	46	13002
Do.....	208	35003	Do.....	339	13015
Do.....	118	35005	Do.....	459	13019
Sandersville and Tennessee R. R.....	404	15027	Wilmington, Columbia and Augusta R. R.....	54	14002
Sanford and Indian River R. R.....	495	16010	Wisconsin Central R. R.....	125	25017
Savannah, Florida and Western Railway	53	15009	Do.....	283	25017
Do.....	71	15018	Wisconsin, Iowa and Nebraska Railway	395	27056
Do.....	330	15031	Wisconsin, Pittsville and Superior Rail- way.....	508	25056
Do.....	72	15036	York and Peach Bottom Railway.....	302	8092
Do.....	123	15044			

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in States and on certain new routes, the readjustment of the rates based upon returns of the weight of and the number of trips per week, in accordance with the acts of March 3, 1873, July 12, 1876,

[ABBREVIATIONS.—f. f., fixtures and furniture; f. f. c., fixtures and furniture, complete; r. p. o., railway miles.

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					Miles.	Lbs.		Feet and inches.		Dollars.
1	N. Y ..	6052	Buffalo, Elyria	Lake Shore and Michigan Southern Rwy.	208.70	89, 31	28	49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 5 l.; 17.8 by 9, 1 l.; 60 by 9, 1 l.	33.56	1,068 75
2	N. Y ..	6052	Buffalo, Chicago	do	540				33.56	1,068 75
3	N. Y ..	6052	Millbury, Toledo.	do	8	84, 652	28	17.8 by 9, 1 l.; 40 by 9, 1 l.; 49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 5 l.	33.56	1,021 73
4	N. Y ..	6052	Elkhart, Chicago.	do	101.30	67, 301	28	36 by 9, 1 l.; 49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 5 l.	33.56	836 19
5	Ohio ..	21032	Columbus, Pittsburgh.	Pittsburgh, Cincinnati and St. Louis Rwy.	193.75	61, 656	35	60 by 8.6, 5 l.; 40 by 8.6, 1 l.	33.5	776 34
6	Ill	23007	Chicago, Burlington.	Chicago, Burlington and Quincy R. R.	206.48	54, 621	39	60 by —, 2 l.; 52 by —, 1 l.; 51 by —; 1 l. additional to Galesburgh, 163 m.; 40 by —; 1 l. additional to Aurora, 37 m.	39.12	701 10
7	N. Y ..	6052	Elyria, Millbury.	Lake Shore and Michigan Southern Rwy.	79.3	50, 492	28	17.8 by 9, 1 l.; 40 by 9, 1 l.; 49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 2 l. out, and 60 by 9, 4 l. in.	33.56	656 64
8	Ill	23035	Chicago, Milwaukee.	Chicago, Milwaukee and St. Paul Rwy.	86.18	43, 949	34.13	60.2 by 9.4, 3 l.; 49.3 by 9.3, 1 l.	36.54	586 53
9	Ohio ..	21015	Columbus, Indianapolis.	Chicago, Saint Louis and Pittsburgh R. R.	188.55	42, 547	31	r. p. o., 60 by 8.6, 3 l.; 40 by 8.6, 1 l.	20.07	572 00
10	Ind ...	22002	Indianapolis, Terre Haute.	Terre Haute and Indianapolis R. R.	74.39	40, 874	35	r. p. o., 60 by 9, f. f. c., 3 l.; storage cars, 40 by 8.7, 1 l.; apt., 16 by 9.2, f. f., s. l.	26	554 04
11	Ind ...	22044	Terre Haute, East St. Louis.	do	166.69	38, 301	35	r. p. o., 60 by 9, f. f. c., 3 l.; storage cars, 40 by 8.7, 1 l.; apt., 16 by 9.2, f. f., s. l.	20	526 68
12	N. Y ..	6052	Toledo, Elkhart.	Lake Shore and Michigan Southern Rwy.	142.7	37, 830	28	36 by 9, 1 l.; 49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 2 l.	33.56	521 55
13	Wis...	25002	Milwaukee, La Crosse.	Chicago, Milwaukee and St. Paul Rwy.	197.95	35, 167	32	60.2 by 9.4, f. f., d. l.; 60 by 9.4, s. l.; 49.3 by 9.3 (40 auth.), Milwaukee to Portage.	22.73	493 34
14	Ohio ..	21007	Elyria, Millbury.	Lake Shore and Michigan Southern Rwy.	74.90	34, 928	28	17 by 8, 1 l.; 50 by 9, 1 l.; 49.5 by 9, 1 l.; 60 by 9, 2 l.	23.5	490 77
	Ohio ..	21045	Toledo, Elkhart.	do	134.48	32, 412	28	49.5 by 9, 1 l.; 50 by 9, 1 l.; 60 by 9, 3 l.	13	463 41

and Territories in which the contract term expired June 30, 1884; and, also, in other States the mails, the speed with which they are conveyed, the accommodations for mails and agents, and June 17, 1878.

post-office; apt., apartment; b. c., baggage-car; l., line or lines; d. l., double line; s. l., single line; m.,

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
330 00	945 63	330 00	223,048 12	69,779 31	.....	.....	Mar. 9, '84	Weighed 30 days from Mar. 9, 1884; 0.56 m. decrease. 25.5 m. r. p. o. cars, \$365.62. Part 1.
365 62	889 20	365 62	8,173 84	2,924 96	365,661 92	144,003 45	Mar. 9, '84 Mar. 9, '84	See parts. 30 days from Mar. 19, 1884. Part 3.
352 50	713 93	352 50	84,706 04	35,708 25	.....	.....	Mar. 9, '84	30 days from Mar. 19, 1884. Part 5; 0.28 m. increase.
275 00	637 83	275 00	150,415 87	53,281 25	123,649 73	53,311 50	July 1, '84	.11 m. decrease. Weighed from Mar. 19, 1884.
205 00	389 03	.....	144,763 12	.....	80,326 91	.....	Mar. 11, '84	Weighed from Apr. 16, 1884.
220 31	287 28	155 31	52,071 55	17,470 58	.....	.....	Mar. 9, '84	Part 2. Weighed from Mar. 19, 1884.
.....	415 53	125 00	50,547 15	.....	35,810 37	8,618 00	Mar. 13, '84	
175 00	468 54	175 00	107,850 60	32,996 25	88,586 85	33,087 25	July 1, '84	.52 m. decrease. Weighed from Mar. 19, 1884.
175 00	444 60	175 00	41,215 03	13,018 25	35,045 87	13,018 25	July 1, '84	Weighed from Mar. 19, 1884.
175 00	444 60	175 00	87,792 28	29,170 75	74,110 37	29,170 75	July 1, '84	Do.
162 50	460 85	162 50	74,425 18	23,188 75	.....	.....	Mar. 9, '84	Part 4. Weighed from Mar. 19, 1884.
.....	352 26	100 00	97,656 65	.....	69,729 86	19,795 00	Mar. 13, '84	Weighed from Apr. 16, 1884.
145 31	725 04	210 31	36,758 67	10,883 71	54,276 49	15,743 80	Mar. 9, '84	.04 m. increase. Weighed from Mar. 19, 1884.
190 00	401 00	190 00	62,319 37	25,551 20	53,874 35	25,526 50	Mar. 9, '84	.13 m. increase. Weighed from Mar. 19, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole dis- tance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dollars.</i>
16	Minn.	26013	Minneapolis, La Crosse.	Chicago, Milwaukee and St. Paul Rwy.	142.75	28,360	38	60.2 by 9.4, 1 l.; 60.2 by 9.4, 2 l.	22.50	420 66
17	Iowa..	27005	Burlington, U. P. Transfer (n. o.).	Chicago, Burlington and Quincy R. R.	291.48	37,031	24	60 by 9.3, d. l.	18.62	410 00
18	Ohio ..	21002	Pittsburgh, Chicago.	Pennsylvania Company.	468.20	25,499	.....	50 by 8.4, 1 l.; 20 by 8.6, 1 l.	30	389 88
19	Ohio ..	21028	Cincinnati, Parkersburgh.	Cincinnati, Washington and Baltimore R. R.	195.15	24,538	30	r. p. o., 50 by 9, f. f. c., d. l.; apt., 13 by 7.4, s. l.	30	379 62
20	Ind ...	22005	Indianapolis, La Fayette.	Cincinnati, Indianapolis, St. Louis and Chicago R. R.	64.90	21,442	30	r. p. o., 50 by 9.5, 1 l.; 40.4 by 9.5, 1 l.	21.68	346 28
21	Ohio ..	21014	Columbus, Cincinnati.	Pittsburgh, Cincinnati and St. Louis Rwy.	120.05	20,281	30	r. p. o., 60 by 8.6, f. f. c., 2 l.; apt., 20 by 8.9, f. f., s. l.	28.18	334 31
22	Ind ...	22009	La Fayette, Kankakee.	Cincinnati, La Fayette and Chicago R. R.	72.75	20,239	39	50 by 9.5, 1 l.; 40.4 by 9.5, 1 l.	14.8	333 45
22a	Ky....	20004	Cincinnati, Louisville.	Louisville and Nashville R. R.	110.50	19,548	26	45 by 9, f. f. c., d. l. on 108.70 m.; apt., 16 by 7.2, f. f., s. l.	25.31	325 76
23	Cal....	46001	San Francisco, Ogden City.	Central Pacific R. R.	834.03	18,754	21	55.1½ by 9.5½, 1 l.; 55.1½ by 9.5½ (40 feet auth.), 1 l. additional to Port Costa; 55.1½ by 9.5½ (40 ft. auth.); 1 l. between Sacramento and Roseville.	9.68	317 21
24	Ind ...	22010	Cincinnati, East St. Louis.	Ohio and Mississippi Rwy.	338.20	18,554	30	50 by 9, f. f. c., d. l.	20.4	315 50
25	Ind ...	22003	Indianapolis, Cincinnati.	Cincinnati, Indianapolis, St. Louis and Chicago R. R.	111.50	18,154	30	r. p. o., 50 by 9.5, 1 l.; 40.4 by 9.5, 2 l.	33.05	311 25
25a	Ky....	20005	Louisville, Nashville.	Louisville and Nashville R. R.	185	16,947	22	45 by 9, f. f. c., d. l.; apt., 17.7 by 9.6, f. f., s. l.	23.3	298 40
25b	Ky....	20017	Cincinnati Junction, Sax.	do	4.50	16,822	18	45 by 9, f. f. c., d. l.	17	296 69
26	Mich..	24006	Detroit, Chicago.	Michigan Central R. R.	285.10	.....	.....	r. p. o., 1 l., 44 by 9, and 50 by 9, apt., 3 l.; 16.1½ by 8.3½, av. Detroit to Wayne Junction; 2 l., 14.2½ by 8, Wayne Junction to Jackson; 1 l., 17.4 by 9, Niles to Chicago.	34.94	295 83
27	Ohio ..	21042	Cleveland, Cincinnati.	Cleveland, Cincinnati, Columbus and Indianapolis Rwy.	244.6	13,788	25	r. p. o., 40 by 9.2, f. f. c., t. l. for 80 m.; d. l. res.; apt., 22 by 8.11, f. f., s. l.	27.63	264 20
28	Ohio ..	21019	Toledo, Quincy.	Wabash, Saint Louis and Pacific R. Rwy.	473.99	11,242	25	r. p. o., 50 by 9, f. f. c., d. l. for 122.40 m.; s. l. res.; apt., 36 by 9.6, f. f., s. l.	14.14	237 69

States and Territories in which the contract term expired June 30, 1884, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
150 00	293 27	50 00	59,973 49	21,385 50	41,811 50	7,128 50	Mar. 9, '84	Weighed from Apr. 16, 1884.
79 13	203 83	79 13	121,264 99	40,807 20	60,252 18	17,780 00	Mar. 11, '84	Present pay, \$513 for 16.48 m.; former pay, \$254.79 for 16.48 m. Weighed from Apr. 16, 1884.
25 00	356 54	25 00	182,541 81	13,592 00	166,932 02	13,592 00	July 1, '84	r. p. o. cars on 187 m., at \$35; 40 ft. authorized. Weighed from Mar. 19, 1884.
80 00	249 75	80 00	74,082 84	15,612 00	48,387 44	15,612 00	July 1, '84	Weighed from Mar. 19, 1884.
65 00	267 62	65 00	22,473 57	4,218 50	17,368 53	4,218 50	July 1, '84	Do.
100 00	298 40	100 00	40,133 91	12,005 00	35,855 74	12,016 00	July 1, '84	.11 m. decrease. Weighed from Mar. 19, 1884.
65 00	253 08	65 00	24,258 48	4,728 75	18,411 57	4,728 75	July 1, '84	Weighed from Mar. 19, 1884.
60 00	280 44	60 00	35,996 48	6,540 00	30,848 00	6,522 00	July 1, '84	.50 m. increase. Weighed from Mar. 19, 1884.
50 00	360 81	50 00	264,562 65	42,961 75	300,926 36	42,961 75	Apr. 1, '84	50.41 m., r. p. o. cars, \$75. Weighed from Apr. 16, 1884.
70 00	177 84	70 00	106,702 10	23,674 00	60,216 62	23,702 00	July 1, '84	.40 m. decrease. Weighed from Mar. 19, 1884.
90 00	240 26	90 00	34,701 03	10,035 00	26,788 99	10,035 00	July 1, '84	Weighed from Mar. 19, 1884.
60 00	251 37	60 00	55,204 00	11,100 00	46,561 26	11,113 80	July 1, '84	.77 m. increase. Weighed from Mar. 19, 1884.
60 00	238 55	60 00	1,335 10	270 00	954 20	240 00	July 1, '84	.50 m. increase. Weighed from Mar. 19, 1884.
65 00	269 33	65 00	84,341 13	18,531 50	76,785 98	18,531 50	July 1, '84	Weighed from Mar. 19, 1884.
50 00	224 01	50 00	64,623 32	14,230 00	54,734 60	14,217 00	July 1, '84	.26 m. increase. 80 m. r. p. o. \$75. Weighed from Mar. 19, 1884.
80 00	191 52	80 00	112,662 68	23,855 60	90,883 90	23,877 60	July 1, '84	.55 m. decrease. r. p. o., 352.14 m., \$40. Weighed from Mar. 19, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dollars.</i>
29	Ill	23015	Chicago, Davenport.	Chicago, Rock Island and Pacific Rwy.	182.92	9,600	25	49.4 by 9.4, 50 by 9.4, 1 l. each r. p. o.	22.28	219 74
30	Ga	15001	Atlanta, Air-Line Junction (n. o.).	Richmond and Danville R. R.	268.03	9,595	30	49.4 by 9.3, f. f. c., d. l.	14	219 74
31	Il	23003	Chicago, Union Pacific Transfer (n. o.).	Chicago and Northwestern Rwy.	490.14	8,642	23	r. p. o., 50 by 9.5, d. l.	17.58	209 48
32	Ill	23001	Chicago, Milwaukee.	Chicago and Northwestern Rwy.	85.37	8,625	30	r. p. o., 50 by 9.5, d. l.; (35 ft. auth.).	32	209 48
33	Ohio ..	21006	Cleveland, Wellsville.	Pennsylvania Company.	101.29	8,374	30	21.5 by 9.4, f. f., s. l.	19.9	206 91
34	S. C ...	14005	Charleston, Florence.	Northeastern R. R.	102	8,326	31	r. p. o., 49.10 by 9.10, f. f., c. d. l.; apt., 42.9 by 9, f. f.	14	206 06
35	Ga	15002	Atlanta, Chattanooga.	Western and Atlantic R. R.	138.47	8,067	24	r. p. o., 41.10 by 8.8, 2 l.; 49.3 by 9.6, 1 l.	21	203 49
35a	Ky	20008	Bowling Green, Memphis.	Louisville and Nashville R. R.	262.67	7,693	23	45 by 9, f. f. c., s. l.	14	199 22
36	Ga	15009	Savannah, Jacksonville.	Savannah, Florida and Western Rwy.	171.50	7,442	31	50 by 9, f. f. c., d. l.	14	196 65
37	S. C ...	14004	Charleston, Savannah.	Charleston and Savannah Rwy.	115	7,191	30	49.10 by 9, f. f. c., 1 l.; 39.10 by 9.3, f. f. c., 1 l.	14	194 09
38	Ill	23054	Chicago, Lanark Junction.	Chicago, Milwaukee and St. Paul Rwy.	116.50	6,964	27	39.4 by 9.4, 2 l.; 23.7 by 9.3, 1 l.	18	191 52
39	Ohio ..	21010	Chicago, Newark.	Baltimore and Ohio R. R.	88.79	6,889	.....	r. p. o., 50 by 8, f. f. c., s. l.; apt., 20 by 9, f. f., s. l.	17.55	190 67
40	S. C ...	14002	Columbia, Wilmington.	Wilmington, Columbia and Augusta R. R.	193	6,781	35	r. p. o., 50.3 by 8.10, f. f. c., d. l.	14	189 81
41	Oreg ..	44005	Portland, Walula.	Oregon Railway and Navigation Company.	214.80	6,596	18	19.2 by 9, f. f., s. l.	7	187 25
41a	Tenn...	19002	Bristol, Chattanooga.	East Tenn., Virginia and Ga. R. R.	242.17	6,520	30	40 by 8.9, d. l. (av.).	15.18	187.25
42	Wis...	25009	Chicago, Fort Howard.	Chicago and Northwestern Rwy.	242.70	6,373	24	50 by 9.5, 2 l. to Howard, 1 l. res.; r. p. o.; 36 by 9.5, 1 l. to Howard; (36 not auth.).	17.43	185 54
43	Wis...	25014	Winona, Winona Junction (n. o.).	Chicago and Northwestern Rwy.	29.82	6,071	25	50 by 9.5, f. f., 1 l.; 36 by 9.5, apt., 1 l.	13	182 12
44	Minn ..	26040	Minneapolis, St. Cloud.	St. Paul, Minneapolis and Manitoba Rwy.	64.81	5,940	25	40 by 8.9, f. f., s. l.; not auth.	13	180 40
45	Ohio ..	21016	Galion, Indianapolis.	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	204.07	5,882	30	r. p. o., 40 by 9.4, f. f., s. l.	21.31	180 41
46	Ohio ..	21026	Cincinnati, Dayton.	Cincinnati, Hamilton and Dayton R. R.	59.38	5,577	28	r. p. o., 20 by 8.7, f. f., d. l.	37.28	176 99
47	Mich...	24035	Toledo, Detroit.	Michigan Central R. R.	59.50	543	27.36	12 by 8.8, s. l. ...	26	175 28
48	Ga	15012	Macon, Atlanta	Central R. R. and Banking Co.	103.83	5,013	25	20 by 8.10, f. f., s. l.	14	171 00
49	Ohio ..	21003	Pittsburgh, Bellaire.	Pennsylvania Co.	94.8	4,986	30	14.10 by 8.7, 1 l.; 19.10 by 8.7, 2 l., 148 m.	21.05	170 15
50	Ohio ..	21047	Chicago, Ohio, Chicago, Ill.	Baltimore and Ohio R. R.	271	493	30	r. p. o., 50 by 8.8, f. f., s. l.	20	169 29

States and Territories in which the contract term expired June 30, 1884, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
<i>Dolls.</i>	<i>Doll s.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
65 00	377 06	65 00	40,194 84	11,889 90	68,971 81	11,889 80	Apr. 1, '84	Weighed from Apr. 16, 1884.
80 00	183 83	80 00	58,996 91	21,442 40	49,510 93	21,546 40	July 1, '84	1.30 m. decrease. Weighed from Mar. 19, 1884.
65 00	312 93	65 00	91,201 46	27,751 80	136,243 84	27,751 80	Apr. 1, '84	273.82 m., at \$167.58 for trans.; formerly at \$250 55; \$50 for r. p. o. Weighed from Apr. 16, 1884.
44 00	214 61	44 00	17,883 30	3,756 28	18,321 25	3,756 28	Apr. 1, '84	Weighed from Apr. 16, 1884.
25 00	150 48	25 00	20,957 91	2,532 24	15,333 91	2,547 50	July 1, '84	.61 m. decrease. Weighed from Mar. 19, 1884.
65 00	160 74	50 00	21,018 12	6,630 00	16,395 48	5,100 00	July 1, '84	Weighed from Mar. 19, 1884.
90 00	169 29	90 00	28,177 26	12,462 30	23,441 58	12,462 30	July 1, '84	Do.
30 00	186 39	30 00	52,329 11	7,880 00	49,057 84	7,896 00	July 1, '84	.53 m. decrease. Weighed from Mar. 19, 1884.
65 00	168 44	65 00	33,725 47	11,147 50	29,068 01	1,122 75	July 1, '84	1.25 m. decrease. Weighed from Mar. 19, 1884.
65 00	147 06	65 00	22,320 35	7,475 00	16,911 90	7,475 00	July 1, '84	Weighed from Mar. 19, 1884.
.....	193 23	.....	22,312 08	.....	22,511 29	.....	Apr. 1, '84	Weighed from Apr. 16, 1884.
40 00	201 78	40 00	16,929 58	3,551 60	17,934 20	3,555 20	July 1, '84	.09 m. decrease. Part. Weighed from Mar. 19, 1884.
80 00	165 87	80 00	36,633 33	8,800 00	23,922 90	8,800 00	July 1, '84	83 m., at \$68.40 per m. for trans. r. p. o. on 110 m. only. Weighed from Mar. 19, 1884.
.....	130 82	.....	40,221 30	.....	28,100 14	.....	Apr. 1, '84	Weighed from Apr. 16, 1884.
50 00	163 31	50 00	45,346 33	12,108 50	39,537 35	.....	July 1, '84	Weighed from Mar. 19, 1884.
40 00	146 38	40 00	42,581 29	12,216 00	41,998 87	12,216 00	Apr. 1, '84	66 m., at \$148.43; 62.7 m. r. p. o., at \$80; 66 m., formerly at \$182.97. Weighed from Apr. 16, 1884.
40 00	183 83	40 00	5,430 81	192 80	5,481 81	192 80	Apr. 1, '84	Weighed from Apr. 16, 1884.
.....	42 75	.....	11,692 37	.....	2,198 63	.....	.....	13.38 m. ext. Clear Water to St. Cloud. Weighed from Apr. 16, 1884.
25 00	174 42	25 00	36,816 26	5,101 75	35,574 70	5,099 00	July 1, '84	.11 m. increase. Weighed from Apr. 16, 1884.
12 50	131 53	12 50	10,509 66	742 25	7,945 72	755 12	July 1, '84	1.03 m. decrease. Weighed from Mar. 19, 1884.
.....	155 68	.....	10,429 16	.....	9,335 27	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	136 80	.....	17,754 93	.....	14,199 84	.....	July 1, '84	.03 m. increase. Weighed from Mar. 19, 1884.
25 00	112 86	25 00	16,130 22	1,205 00	10,685 58	1,205 00	July 1, '84	.12 m. increase. r. p. o. on 48.20 m. only. Weighed from Mar. 19, 1884.
40 00	179 55	40 00	45,877 59	10,840 00	48,663 43	10,841 20	July 1, '84	.03 m. decrease. Weighed from Mar. 19, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dollars.</i>
51	Iowa..	27073	Pacific Junction, Platts-mouth.	Chicago, Burlington and Quincy R. R.	6.89	4,765	20	No apt	35	167 58
51a	Ky....	20020	Cincinnati, Chattanooga.	Cinn., New Orleans and Texas Pacific Rwy.	338.20	4,762	28	24.1 by 9, f. f., s. l.	16.84	167 58
51b	Tenn..	19004	Nashville, Chattanooga.	Nashville, Chattanooga and St. Louis Rwy.	151	4,704	30	20 by 9.2, f. f., s. l.	20	166 73
52	Mich..	24001	Toledo, Detroit.	Lake Shore and Michigan Southern Rwy.	64.90	4,634	22.26	r. p. o., 36 by 9.4, f. f., s. l.; apt., 20 by 8.10½, f. f., s. l.	23	165 02
53	Miss..	18001	New Orleans, Cairo.	Illinois Central R. R.	550.80	4,317	24	r. p. o., 45 by —, f. f. c., s. l.	14	160 74
54	Ohio..	21023	Dayton, Toledo.	Dayton and Michigan R. R.	142.61	4,141	28	r. p. o., 20 by 8.7, f. f. c., s. l.	19.55	158 18
55	Ohio..	21015	Cleveland, Sharpsville.	New York, Pennsylvania and Ohio R. R.	84.37	3,814	30	18 by 8.11, f. f., s. l.	24.07	153 90
56	Nebr..	34002	Plattsmouth, Kearney.	Burlington and Missouri River R. R. (in Nebr.).	191.11	3,964	21	39.2 by 9, 1 l. bet. Oreopolis Junction and Hastings, 147.50 m.	14.47	153 61
56a	Pa....	8123	Pittsburgh, Youngstown.	Pittsburgh and Lake Erie R. R.	70.93	3,475	23	apt., 18.8 by 9.2, s. l.	26	148 77
56b	Tenn..	19006	Nashville, Decatur.	Louisville and Nashville R. R.	120.10	3,350	26	18 by 9, f. f., s. l.	14	147 06
57	Ind...	22019	Louisville, NorthVernon.	Ohio and Mississippi Rwy.	54.86	3,270	26½	17.6 by 9, f. f., s. l.	27	146 21
58	Mich..	24027	Detroit, Grand Haven.	Detroit, Grand Haven and Milwaukee Rwy.	189.06	3,038	24.19	22.4 by 8.5 (av.), d. l. 151.50 ms.; s. l. res.	22.69	142 79
59	Dak...	35005	Fargo, Neche..	St. Paul, Minneapolis and Manitoba Rwy.	158.29	2,996	23	22.10 by 8.9, f. f., s. l.	6	141 93
60	Ind...	22007	New Albany, Indianapolis.	Pennsylvania Company.	114.04	2,748	.....	14.8 by 8.5, f. f., s. l.	26.03	138 51
61	Ind...	22018	Indianapolis, Peoria.	Indiana, Bloomington and Western Rwy.	213.02	2,742	25	19.4 by 8.6, f. f., s. l.	15.09	138 51
62	Ga....	15004	Augusta, Atlanta.	Georgia R. R.	171.5	2,727	24½	21.2 by 8.8, f. f. c., d. l.	21	138 51
63	Cal...	46003	Roseville, Redding.	Central Pacific R. R.	151.74	2,723	23	r. p. o., 55.1½ by 9.5½, 1 l.; (40 ft. auth.).	8.81	138 51
64	Minn..	26005	Breckenridge, Fargo.	St. Paul, Minneapolis and Manitoba Rwy.	53.27	2,698	23	22 by 8.9, f. f., s. l.	6	137 66
65	Mich..	24015	Monroe, Ludington.	Flint and Pere Marquette R. R.	254.41	2,653	30	20 by 8.10½, d. l., 210.57 m.; s. l. residue.	16.87	136 80
66	Neb...	34004	Omaha, Oreopolis Junction (n. o.).	Omaha and Southwestern R. R.	16.60	2,617	20	39.2 by 9, 1 l.	35	136 80
67	Iowa..	27014	Davenport, U. Pacific Transfer (n. o.).	Chicago, Rock Island and Pacific Rwy.	317.95	4,827	23½	49.7 by 9.4 (av.), f. f., d. l.	16.86	134 75
67a	Ky....	20002	Covington, Lexington.	Kentucky Central R. R.	98.86	2,460	.....	12.6 by 9, f. f., d. l., 78.83 m.; s. l., res.	18	134 24
68	Ind...	22042	Evansville, Terre Haute.	Evansville and Terre Haute R. R.	110.31	2,400	27	17.4 by 8.8, f. f., s. l.	17.03	134 24
69	Mich..	24028	Detroit, Fort Gratiot.	Chicago, Detroit and Canada, Grand Trunk Junction R. R.	58.65	2,387	22.71	23 by 6	19.93	133 38
70	Iowa..	27033	Albia, Des Moines.	Chicago, Burlington and Quincy R. R.	68.88	2,360	24	17 by 9, s. l.	13	133 38

States and Territories in which the contract term expired June 30, 1884, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
.....	107 39	.....	1,044 00	.....	354 38	.....	Apr. 1, '84	\$134.06 on 3.59 m., ext., East Plattsmouth to Plattsmouth. Weighed from Apr. 16, 1884.
.....	134 24	.....	56,675 55	.....	45,306 00	.....	July 1, '84	.70 m. increase. Weighed from Mar. 19, 1884.
12 50	165 87	12 50	25,176 23	1,887 50	25,046 37	1,887 50	July 1, '84	Weighed from Mar. 19, 1884.
.....	161 60	.....	10,709 79	.....	10,597 72	.....	July 1, '84	Weighed from Mar. 19, 1884.
25 00	171 86	25 00	88,535 59	13,770 00	92,902 81	13,771 25	July 1, '84	.33 m. increase. 206.20 m. formerly at \$161.31. Weighed from Mar. 19, 1884.
12 50	130 82	12 50	22,558 04	1,782 62	18,700 71	1,786 87	July 1, '84	.34 m. decrease. Weighed from Mar. 19, 1884.
.....	106 88	.....	12,984 54	.....	9,031 36	.....	July 1, '84	.13 m. decrease. Weighed from Mar. 19, 1884.
25 00	128 25	25 00	29,738 62	3,687 50	24,509 85	3,687 50	July 1, '84	r. p. o. on 147.50 m. Weighed from Apr. 16, 1884.
.....	149 63	.....	10,552 25	.....	10,179 32	.....	Mar. 19, '84	Weighed from Mar. 19, 1884.
.....	112 86	.....	17,661 90	.....	13,806 16	.....	July 1, '84	2.23 m. decrease. Weighed from Mar. 19, 1884.
.....	68 40	.....	8,021 08	.....	3,675 13	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	135 09	.....	26,995 87	.....	25,540 11	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	88 07	.....	22,466 09	.....	13,940 60	.....	Apr. 1, '84	Weighed from Apr. 16, 1884.
.....	155 61	.....	15,795 68	.....	17,859 35	.....	July 1, '84	.73 m. decrease. Weighed from Mar. 19, 1884.
.....	113 72	.....	29,505 40	.....	24,224 63	.....	July 1, '84	Weighed from Mar. 19, 1884.
25 00	143 64	25 00	23,766 93	4,289 75	24,790 82	4,314 75	July 1, '84	1 m. decrease. Weighed from Mar. 19, 1884.
25 00	170 15	25 00	21,017 50	3,793 50	25,818 56	3,793 50	July 1, '84	Weighed from Apr. 16, 1884.
.....	107 73	.....	7,333 14	.....	5,738 77	.....	Apr. 1, '84	Weighed from Apr. 28, 1884.
.....	129.96	.....	30,123 08	.....	28,615 55	.....	July 1, '84	Flint to Ludington, L. G.; present pay \$109.44; former pay \$103.96. Weighed from Mar. 9, 1884.
25 00	111 15	25 00	2,270 88	415 00	1,845 09	415 00	Apr. 1, '84	Weighed from Apr. 16, 1884.
65 00	259 24	65 00	42,843 76	16,706 75	82,425 35	16,706 75	Apr. 1, '84	L. G. \$50 for 264 m. for r. p. o. Weighed from Apr. 16, 1884.
.....	112 86	.....	13,270 96	.....	11,283 74	.....	July 1, '84	1.12 m. decrease. Weighed from Mar. 19, 1884.
.....	118 85	.....	14,808 01	.....	13,126 98	.....	July 1, '84	.14 m. decrease. Weighed from Mar. 19, 1884.
.....	158 18	.....	7,822 73	.....	9,277 25	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	85 50	.....	9,187 21	.....	5,889 24	.....	Apr. 1, '84	Weighed from Apr. 16, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dollars.</i>
70a	Nebr...	34009	Hastings, Denver.	Republican Valley R. R.	415.88	2,357	29	r. p. o., 39.8½ by 9, 1 l.	14	132 53
71	Ill	23005	Rock Island, East St. Louis.	Chicago, Burlington and Quincy R. R.	245.52	2,279	23	apt., 19.3 by 9, f. f.	15.22	131 67
72	Ala ...	17015	Chattanooga, Meridian.	Alabama and Great Southern R. R.	295.45	2,273	30	49.4 by 9.3, f. f., s. l.	14	131 67
73	W s...	25011	Kenosha, Rockford.	Chicago and Northwestern Rwy.	72.46	2,256	11	r. p. o., 50 by 9.5, 2 l. (1 auth.), apt., 12.6 by 7.2.	11.40	131 67
74	Utah...	41003	Ogden City, Butte City.	Union Pacific Rwy.	417.27	2,233	17	40 by 7.5½ (not auth.), 409.8 m., 1 l. No apt. res.	7	130 82
75	Ala ...	17005	Memphis, Chattanooga.	Memphis and Charleston R. R.	310.40	2,220	.....	14.11 by 9, f. f., s. l.	7.75	130 82
76	Oreg ..	44001	Portland, Julia.	Oregon and California R. R.	263.43	2,204	17½	20.5½ by 8.10½ ..	7.83	130 82
77	Oreg ..	44005	Portland, Walula.	Oregon Rwy and Navigation Co.	214.80	2,181	20	19.2 by 9, f. f., s. l.	6	130 82
78	Ga	15010	Savannah, Macon.	Central R. R. and Banking Co.	190.58	2,157	27	24.8 by 9, f. f., s. l.	14	129 96
79	Mich...	24017	Detroit, Howard City.	Detroit, Lansing and Northern R. R.	160.72	21,017	23	17.6 by 8.11 (av.)	17.28	129 11
80	Ohio ..	21013	Columbus, Delaware.	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	25.51	2,076	25	apt., 9.6 by 9.1, f. f., s. l.	20	129 11
81	Ohio ..	21034	Salamanca, Dayton.	New York, Pennsylvania and Ohio R. R.	389.21	2,040	30	24 by 9.2, s. l. ...	20.9	128 05
82	Mich...	24010	Jackson, Grand Rapids.	Michigan Central R. R.	94.72	1,958	23.43	apt., 10.7½ by 8.6 (av.)	25	125 69
83	Mich...	24013	Detroit, Mackinaw City.	do	290.22	1,957	21	(apt.) 15.11 by 9.1 (av.), d. l., 108 m; s. l., res.	12.36	125 69
84	Ohio ..	21051	Columbus, Coal Grove.	Scioto Valley Rwy.	132	1,913	.....	12.1 by 6.8., d. l.	13	123 89
85	Mich...	24018	Fort Wayne, Mackinaw City.	Grand Rapids and Indiana R. R.	368.90	1,831	23	19.8 by 8.3, d. l., 240.78 m.; s. l., res.	15.91	120 56
86	Mich...	24021	Grand Rapids, La Crosse.	Chicago and West Michigan Rwy.	154.54	1,829	20.21	15 by 9, f. f., s. l.	15.64	120 56
87	Minn ..	26004	East St. Cloud, St. Vincent.	St. Paul, Minneapolis and Manitoba Rwy	316.69	3,730	22	40 by 8.9, f. f., s. l. Not auth.	9.18	121 75
88	Minn ..	26006	St. Paul, Breckenridge.	do	216.88	3,666	24	22.10 by 8.9, f. f., d. l. to Minneapolis; s. l. res.	10.17	121 07
89	Mich...	24004	White Pigeon, Grand Rapids.	Lake Shore and Michigan Southern Rwy.	96.32	1,760	24.78	15.6 by 8.5 (av.), d. l.	.....	117 99
90	Iowa...	27028	Savannah, U. P. Transfer. (n. o.)	Chicago, Milwaukee and St. Paul Rwy.	351.18	1,759	23	20.4 by 9.4	12	117 14
91	Oreg ..	44001	Portland, Ashland.	Oregon and California R. R.	342.69	1,646	14	20.5½ by 8.10, f. f., s. l.	7.41	112 86
92	Fla ...	16018	Jacksonville, Palatka.	Jacksonville, Tampa and Key West Rwy.	56.21	1,607	26	apt., 14.2 by 7.3, no clerk.	13	111 15

States and Territories in which the contract term expired June 30, 1884, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
25 00	63 27	25 00	55,116 57	10,397 00	10,903 32	10,397 00	Apr. 1, '84	243.55 m. ext. from Jan. 1, 1883. Weighed from Apr. 16, 1884.
.....	129 11	.....	32,327 61	.....	31,699 08	.....	Apr. 1, '84	Weighed from Apr. 16, 1884.
.....	75 24	.....	31,776 92	.....	18,168 10	.....	July 1, '84	.09 m. decrease. 270.50 m. at \$60.20 L.G. formerly; now at \$105.33. Weighed from Mar. 19, 1884.
40 00	128 25	40 00	9,532 90	592 00	9,285 30	592 00	Apr. 1, '84	r. p. o. auth. 14.80 m., Caledonia to Harvard. Weighed from Apr. 16, 1884.
.....	138 51	.....	54,587 26	.....	57,796 06	.....	Apr. 1, '84	r. p. o., 1 l. to Silver Bow (not auth.). Weighed from Apr. 16, 1884.
.....	100 04	.....	36,635 36	.....	28,196 87	.....	July 1, '84	38 m. lap at \$1,000 per annum. .54 m. increase. Weighed from Mar. 19, 1884.
.....	144 50	.....	34,461 91	.....	28,738 16	.....	Aug. 16, '83	28 16 m. from Apr. 10, 1883; 36 39 m. from July 2, 1883. Weighed from July 2, 1883.
.....	109 44	.....	28,100 13	.....	13,931 71	.....	Apr. 16, '83	45.80 m. from Oct. 16, 1882; 41.70 m. from Nov. 24, 1882. Weighed from Apr. 16, 1883.
.....	75 24	.....	24,767 77	.....	14,554 42	.....	July 1, '84	2.86 m. increase. Weighed from Mar. 19, 1884.
.....	126 54	.....	20,750 55	.....	20,337 50	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	113 72	.....	3,293 59	.....	2,922 60	.....	July 1, '84	.19 m. decrease. Weighed from Mar. 19, 1884.
.....	93 20	.....	49,916 18	.....	36,283 69	.....	July 1, '84	.10 m. decrease. Weighed from Mar. 19, 1884.
.....	129 96	.....	11,905 35	.....	12,309 81	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	136 80	.....	36,477 75	.....	14,744 30	.....	July 1, '84	Formerly route 24013 and part 24009. Weighed from Mar. 19, 1884.
.....	111 15	.....	16,365 36	.....	14,671 80	.....	July 1, '84	Weighed from Mar. 19, 1884.
13 75	80 03	13 75	36,434 38	3,310 72	30,248 82	3,310 72	July 1, '84	\$96.45 on 338.48 m., trans.; \$100 formerly on above. Weighed from Mar. 19, 1884.
.....	110 30	.....	18,631 34	.....	20,114 35	.....	July 1, '84	Old routes 24021 and 24052, parts. Former pay \$96.62 on 128 34 m. Weighed from Mar. 19, 1884.
.....	136 80	.....	38,557 00	.....	43,423 19	.....	Apr. 1, '84	Weighed from Apr. 16, 1884.
.....	110 13	.....	26,257 66	.....	23,884 99	.....	Apr. 1, '84	Do.
.....	113 72	.....	11,364 79	.....	10,953 51	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	106 02	.....	41,137 22	.....	37,232 10	.....	Apr. 1, '84	Weighed from Apr. 16, 1884.
.....	130 82	.....	37,758 43	.....	34,461 91	.....	Mar. 15, '84	\$4,205.16 from Mar. 15, 1884, 33.87 m.; \$3,822.56 from Jan. 10, 1884, 37.26 m.; \$29,730.70 from Sept. 3, 1883. Weighed from March 15, 1884. Not weighed on extension 8.13 m.
.....	.....	.....	6,247 74	.....	.....	.....	Mar. 17, '84	New. Weighed from Mar. 19, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dollars.</i>
93	Wis...	25017	Milwaukee, Ashland.	Wisconsin Central R. R.	349.66	1,607	20	21 by 9.3, s. l. . . .	13.05	111 15
94	Ohio ..	22025	Hamilton, Richmond.	Cincinnati, Richmond and Chicago R. R.	45.06	1,605	28	12.6 by 9.3, f. f., s. l.	19	111 15
95	W. Va.	12001	Harper's Ferry, Harrisonburgh.	Baltimore and Ohio R. R.	103.13	1,581	24	21.3 by 8.9, f. f., s. l.	16.27	110 80
96	Ala ...	14004	Montgomery, Decatur.	South and North Alabama R. R.	183.28	2,689	26	14.6 by 9.6, f. f., s. l.	14	110 13
97	Ind ...	22014	State line (n. o.), Logansport.	Pittsburgh, Cincinnati and St. Louis Rwy.	61.19	1,551	30	25 by 8.9, f. f., s. l.	12	108 59
98	Mich...	24031	Fort Howard, Ishpeming.	Chicago and Northwestern Rwy.	179.45	2,529	23	apt., 36 by 9.6, s. l.	8.69	108 08
99	Wis...	25030	El Roy, Saint Paul.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	197.02	2,511	22	24 by 9.....	19.55	108 08
100	Miss ..	18003	Vicksburgh, Meridian.	Vicksburgh and Meridian R. R.	140.69	1,531	18	54.5 by 9.2, f. f., s. l.	7	167 73
101	Wis...	25016	Milwaukee, Dickinson.	Milwaukee and Northern and Wisconsin and Michigan R. R.	155.40	1,521	22½	apt. 21 by 9 f. f., s. l., to Green Bay; none res.	10.87	107 73
102	Ala ...	17010	Selma, Cleveland.	East Tennessee, Virginia and Georgia R. R.	264.92	1,493	24	10 by 7.10, f. f., s. l.	12	106 02
103	Ind ...	22025	Indianapolis, Terre Haute.	Indianapolis and St. Louis Rwy.	73.29	1,477	27	r. p. o., 40 by 9½, s. l.	19.78	105 17
103a	Tenn..	19007	Nashville, Hickman.	Nashville, Chattanooga and St. Louis Rwy.	170.11	1,469	25	13 by 8.6, f. f., s. l.	17.01	105 17
104	S. C ...	14003	Columbia, Charleston.	South Carolina Rwy.	131.50	1,462	33	18.9 by 8.6, f. f., s. l.	15.20	105 17
105	Mich...	24009	Jackson, Bay City.	Michigan Central R. R.	114.81	1,423	21.81	16.11 by 9 (av.), d. l.	12.78	103 46
106	Minn .	26001	Brainerd, Livingston.	Northern Pacific R. R.	895.29	2,118	20	24.6 by 9, f. f., s. l.	9.15	103 29
107	Miss ..	18010	Natchez, Jackson.	Natchez, Jackson and Columbus R. R.	99.45	1,367	16	25.6 by 8, f. f., s. l.	7	100 89
108	Ind ...	22024	Terre Haute, Danville.	Chicago and Eastern Illinois R. R.	56.48	1,597	27	17.6 by 7.2, f. f., s. l.	19	100 30
109	W. Va.	12001	Harrisonburgh, Lexington.	Baltimore and Ohio R. R.	62.41	1,337	24	21.3 by 8.9, f. f., s. l.	.....	99 18
109a	Ky ...	20007	Lebanon Junction, Jellico.	Louisville and Nashville R. R.	170.97	1,302	21	18.5 by 9.1, f. f., s. l.	14	98 33
110	Mich...	24048	East Saginaw, Bay City.	Flint and Pere Marquette R. R.	13.21	1,300	25.22	20 by 8.10½, f. f., s. l.	25	98 33
110a	Ky....	20016	Lexington, Huntington.	Chesapeake and Ohio Rwy.	140.20	1,300	.....	12.6 by 9, f. f., s. l.	13	98 33
111	Col ...	38012	Salida, Ogden City.	Denver and Rio Grande Rwy.	555.04	1,281	17	19.8 by 7.5, f. f., s. l.	7.26	97 47
112	Ohio ..	21033	Columbus, Indianapolis.	Indiana, Bloomington and Western Rwy.	185.66	1,258	.....	12.9 by 7.9, f. f., s. l.	19.50	95 76
113	Ohio ..	21011	Xenia, Dayton.	Pittsburgh, Cincinnati and St. Louis Rwy.	16.77	1,253	25	19.10 by 8.4, f. f., s. l.	19	95 76
113a	Ky....	20003	La Grange, Lexington.	Louisville and Nashville R. R.	67.44	1,243	26	11.6 by 7.6, f. f., s. l.	19	95 76

States and Territories in which the contract term expired June 30, 1884, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
85 50			31,511 22		18,036 73		Apr. 1, '84	lap \$17.10; former trans. \$85.50 for 61.30 m., \$68.40 res.; \$88.92 for present pay 189.06 m.
82 94			5,008 41		3,818 55		July 1, '84	.98 m. decrease. Weighed from Mar. 19, 1884.
66 69			11,426 80		8,366 36		Mar. 19, '84	Part. Weighed from Mar. 19, 1884.
64 30			20,184 62		11,786 83		July 1, '84	.03 m. decrease. L. G. Weighed from Mar. 19, 1884.
70 11			6,644 62		4,290 03		July 1, '84	Weighed from Mar. 19, 1884.
103 29			19,394 95		18,535 39		July 1, '84	Land grant. Weighed from Apr. 16, 1884.
81 40			21,293 92		16,149 76		July 1, '84	1.38 m. decrease. Weighed from Apr. 4, 1884.
76 10			13,105 70		9,245 99		July 1, '84	95.21 m., formerly at \$60.88 L. G.; \$86.19, for 95.21 m. L. G. Weighed from Mar. 19, 1884.
99 18			15,123 13		11,359 08		July 1, '84	.36 m., increase. 25.77 m. from Aug. 15, 1882, Green Bay to Stiles. Extensions Stiles to Lena, 6.10 m., and Lena to Dickinson, 8.64 m., not weighed.
61 56			38,011 53		19,040 26		July 1, '84	.37 m. increase. formerly 80.38 m. at \$76.95; 28.17 m., at \$115.43; 156 m. L. G., at \$84.82. Weighed from Mar. 19, 1884.
25 00	94 05	25 00	7,707 90	1,832 25	6,813 92	1,811 25	July 1, '84	.84 m. increase. Weighed from Mar. 19, 1884.
85 50			17,890 46		14,582 88		July 1, '84	.45 m. decrease. Weighed from Mar. 19, 1884.
82 08			13,829 85		10,754 12		July 1, '84	.48 m. increase. Weighed from Mar. 19, 1884.
100 04			11,878 24		29,580 82		July 1, '84	Weighed from Mar. 19, 1884.
81 40			92,474 50		49,036 76		July 1, '84	.47 m. increase. See parts: 79.07 m. from July 1, 1882; 146.64 m. from Dec. 1, 1882; 115.79 m. from Feb. 1, 1883. Weighed from Mar. 19, 1884.
67 55			10,033 51		6,675 96		July 1, '84	.62 m. increase. Weighed from Mar. 19, 1884.
67 55			6,229 74		3,811 17		July 1, '84	.06 m. increase. Weighed from Mar. 19, 1884.
56 43			6,189 82		8,366 36		Mar. 19, '84	36.03 m. from Dec. 15, 1883.; part. Weighed from Mar. 19, 1884.
66 69			16,811 48		13,442 74		July 1, '84	1.76 m. decrease. \$98.33 for \$60.79 m. Weighed from Mar. 19, 1884.
88 92			1,298 93		1,174 63		July 1, '84	Weighed from Mar. 19, 1884.
			13,785 86				July 1, '84	140.94 m. from Aug. 1, 1883; new. .74 m. increase. Weighed from Mar. 19, 1884.
90 63			54,158 23		5,564 68		Apr. 16, '84	Ext. Grand Junction to Ogden City from Aug. 10, 1883, 348.14 m. Weighed from Apr. 16, 1884.
78 66			17,778 80		12,572 71		July 1, '84	139.8 m. at \$64.13. Weighed from Mar. 19, 1884.
70 97			1,605 89		1,198 68		July 1, '84	.12 m. decrease. Weighed from Mar. 19, 1884.
82 94			6,458 05		5,577 71		July 1, '84	.19 m. increase. Weighed from Mar. 19, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dollars.</i>
114	Wis...	25016	Milwaukee, Crivitz.	Milwaukee and Northern, and Wisconsin and Michigan R. R.	166.49	1,224 24		apt., 24 by 8.10, s. l.	10.11	94 91
115	Ind...	22043	Terre Haute, East St. Louis.	Indianapolis and St. Louis Rwy.	190.13	1,222 27		r.p.o., 40 by 9.1½, s. l.	18.55	94 91
116	Ind...	22009	Richmond, Chicago.	Chicago, Saint Louis and Pittsburgh R. R.	225.16	1,206		12.6 by 9.6, s. l., apt.	14.09	94 05
117	Mich..	24003	Adrian, Jackson.	Lake Shore and Mich. Southern Rwy.	47.41	1,190 24.69		apt., 11.2 by 8.10, f. f., s. l.	12	93 20
117a	Pa....	8055	Pittsburgh, Washington.	Pittsburgh, Cincinnati and St. Louis Rwy.	23.49	1,179 19		apt., 15 by 9.1, 2 lines.	24	92 34
118	Ohio..	21010	Sandusky, Chicago.	Baltimore and Ohio R. R.	28	1,162		apt., 20 by 9, f. f., s. l.	17.55	92 34
118a	Ky....	20025	Henderson, Nashville.	Louisville and Nashville R. R.	145.58	1,151		15 by 9.4 (av.), f. f., s. l.	9.95	91 49
119	Ohio..	21036	Columbus, Athens.	Columb's, Hocking Valley and Toledo Rwy.	77.44	1,125 23		apt., 15.6 by 7.10, f. f., d. l.	18	90 63
120	Me....	10	Portland, South Lunenburg.	Portland and Ogdensburg R. R.	114.05	1,120 23		apt., 13 by 6.8, f. f., 2 l. to Fryesburgh, 49 m.; 1 l. res., 65.05 m.	16.15	90 63
121	Nebr..	34010	Fremont, Valentine.	Fremont, Elkhorn and Missouri Valley R. R.	268.59	1,112 20		apt., 17.9 by 9.6, f. f., s. l.	6	89 78
122	Iowa..	27008	Burlington, Hale.	Chicago, Burlington and Kansas City Rwy.	198.54	1,110 22.05		13.6 by 9.3½, 1 l.	6	89 78
123	Ga....	15018	Waycross, Albany.	Savannah, Florida and Western Rwy.	163.11	1,074 25		apt., 17.6 by 9, f. f., s. l.	12.49	88 07
124	Ohio..	21012	Springfield, Sandusky.	Indiana, Bloomington and Western Rwy.	131.35	1,067 25		apt., 15 by 9.6, f. f., s. l.	13.17	88 07
125	Ga....	15016	Macon, Enfaula.	Southwestern R. R.	144.57	1,049 25		apt., 23 by 9 f. f., 1 l.	7	87 12
126	Ga....	15044	Climax, Chattahoochee.	Savannah, Florida and Western Rwy.	32.17	1,030 30		apt., 17.6 by 9.1, f. f., s. l.	7	86 36
127	Wis...	25017	Milwaukee, Ashland.	Wisconsin Central R. R.	348.12	1,014 20		apt., 21 by 9.3, f. f., s. l.	6	85 50
128	Ohio..	21030	Dayton, Richmond.	Pittsburgh, Cincinnati and St. Louis Rwy.	42.13	1,005 25		apt., 19.10 by 8.4, f. f., s. l.	12.50	85 50
129	Mo....	28036	Fort Scott (Kans.), Memphis (Tenn.).	Kansas City, Fort Scott and Gulf R. R.	389.61	974 20		apt., 22.7½ by 8.11 (av.).	8.85	83 79
130	Ind...	22008	Louisville Junct. (n. o.), Michigan City.	Louisville, New Albany and Chicago Rwy.	293.63	967 25		apt., 14 by 9, s. l.	11.15	83 79
130a	Ky....	20016	Lexington, Huntington.	Chesapeake and Ohio Rwy.	140.94	952 23		apt., 19 by 8.11, f. f., s. l.	14.51	82 94
130b	Ky....	20009	Louisville, Memphis.	Chesapeake, Ohio and Southwestern R. R.	389.40	948 21		15 by 9.4, f. f., s. l.	9.9	82 94

States and Territories in which the contract term expired June 30, 1884, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
.....	107 73	.....	15,801 56	.....	15,123 13	.....	Apr. 16, '84	From Apr. 2, 1883, on 6.10 m. ext., Stiles to Lena; from May 7, 1883, on 8.64 m. ext., Lena to Dickinson; from Oct. 10, 1883, on 11.09 m. ext., Dickinson to Crivitz. Weighed from Apr. 16, 1884.
25 00	82 08	25 00	18,045 23	4,753 25	15,594 37	4,749 75	July 1, '84	.14 m. increase. Weighed from Mar. 19, 1884.
.....	68 40	.....	21,176 29	.....	15,329 80	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	86 36	.....	4,418 61	.....	4,094 33	.....	July 1, '84	Do.
.....	76 10	.....	2,169 06	.....	1,787 58	.....	May 1, '84	Weighed from May 1, 1884.
.....	89 94	.....	2,585 52	.....	2,322 32	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	69 26	.....	13,319 11	.....	10,106 41	.....	July 1, '84	.34 m. decrease. Weighed from Mar. 19, 1884.
.....	71 82	.....	7,018 38	.....	5,563 89	.....	July 1, '84	.03 m. decrease. Weighed from Mar. 19, 1884.
.....	80 37	.....	10,336 35	.....	9,166 19	.....	Aug. 15, '83	See returns of May, 1881. Weighed from Aug. 15, 1883.
.....	63 27	.....	24,114 01	.....	13,458 16	.....	Apr. 16, '84	55.88 m. ext., Apr. 20, 1883, Long Point to Valentine. Weighed from April 16, 1884.
.....	61 56	.....	17,247 63	.....	11,826 29	.....	Apr. 1, '84	Sumner to Hale, not weighed. Weighed from April 1, 1884.
.....	135 95	.....	14,365 09	.....	11,790 65	.....	July 1, '84	.57 m. increase. 128.24 m. at \$55.58. Weighed from Mar. 19, 1884.
.....	74 39	.....	11,567 99	.....	9,771 12	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	86 36	.....	12,607 94	.....	15,138 73	.....	July 1, '84	.58 m. increase. Weighed from Mar. 19, 1884.
.....	.....	.....	2,778 20	.....	.....	.....	July 1, '84	.52 m. increase. 31.65 m. to June 30, 1884. Weighed from Mar. 19, 1884.
.....	.....	.....	18,036 73	.....	.....	.....	.....	Weighed only between Menasha and Ashland, 249.22 m. Route extended to begin at Milwaukee Apr. 23, 1883, with special rate, 33.30 m. 1.20 m. decrease. Pay, Menasha to Milwaukee, not fixed. Weighed from Apr. 4, 1884.
.....	53 87	.....	3,602 11	.....	2,271 15	.....	July 1, '84	.03 m. decrease. Weighed from Mar. 19, 1884.
.....	67 55	.....	32,645 42	.....	14,598 23	.....	.....	From Sept. 1, 1883, on 77.72 m. ext., from Spring City to Jonesborough; from Nov. 1, 1883, on 67.64 m. ext., Jonesborough to Memphis. Weighed from Jan. 9, 1884.
.....	77 81	.....	24,603 25	.....	22,847 35	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....	.....	.....	11,689 56	.....	.....	.....	Aug. 1, '83	New. Weighed from Aug. 6, 1883.
.....	95 76	.....	32,296 83	.....	27,137 95	.....	July 1, '84	180.07 m., at \$81.23; 65.04 m., at \$128.19; 37.40 m., at \$42.75. 2.69 m. decrease. Weighed from Mar. 19, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dollars.</i>
131	Ohio ..	21001	Newark, Columbus.	Central Ohio R. R.	33	946	34	20 by 9, f. f., s. l.	20.54	82 94
132	Iowa ..	27070	Eagle Grove, Iroquois.	Chicago and Northwestern Rwy.	271.43	927	22	apt., 24 by 9.3, s. l.	6	82 80
133	Ohio ..	21074	Logan, Pomeroy.	Columbus, Hocking Valley and Toledo Rwy.	83.71	900	22	apt., 15.6 by 7.10, f. f., d. l.	12	81 32
134	Ind ...	22004	Indianapolis, Michigan City.	Wabash, Saint Louis and Pacific Rwy.	161.62	913	22	apt., 14 by 9.2, f. f., s. l.	16.54	81 23
135	Ohio ..	21024	Hamilton, Indianapolis.	Cincinnati, Hamilton and Indianapolis R.R.	99.83	905	30	apt., 10.4 by 7.2, f. f., s. l.	15.5	81 23
136	Mich..	24045	Manistee Junction (n. o.), Manistee.	Flint and Pere Marquette R.R.	27.13	901	25.09	apt., 20 by 8.10½, f. f.	15	81 23
137	Mich..	24016	Ionia, Big Rapids.	Detroit, Lansing and Northern R. R.	68.09	889	23	apt., 20 by 8.10, 1 l.	10.44	80 37
138	Ga	15031	Thomasville, Bainbridge.	Savannah, Florida and Western Rwy.	36.99	884	25	apt., 17.6 by 9.1, f. f., s. l.	7	80 37
139	Miss ..	18004	Mobile, Cairo ..	Mobile and Ohio R.R.	495.89	1,320	24	21.6 by 8.10, f. f., s. l.	7	79 34
140	N. Y. ..	6061	Buffalo, Corry..	Buffalo, New York and Philadelphia R. R.	93.91	855	30	apt., 14.6 by 8.6, f. f., 1 l.	20	78 66
141	Iowa..	27034	Elk Point, Sioux Falls.	Chicago, Milwaukee and St. Paul Rwy.	70.36	853	24	20.2 by 9.4, s. l.	6	78 66
142	Fla ...	16011	Waldo, Wildwood.	Florida Transit R. R.	72.50	835	22½	11.6 by 6.10, f. f., s. l.	6	77 81
142a	Tenn ..	19009	Morriston, Warm Springs.	East Tenn., Virginia and Georgia R. R.	49.59	834	18	15 by 9.6, f. f., s. l.	7	77 81
143	Mich..	24008	Jackson, Niles.	Michigan Central R. R.	104.30	834	25.02	17.4 by 8.11, s. l.	9.7	77 81
144	Miss ..	18002	Memphis, Grenada.	Mississippi and Tennessee R.R.	102.34	827	25	12.4 by 7, f. f., s. l.	7	77 81
145	Ala ...	17007	Opelika, Columbus.	Columbus and Western Rwy.	29.53	824	17	12 by 7, f. f., s. l.	13	77 81
145a	Tenn ..	19008	Knoxville, Jellico.	East Tenn., Virginia and Georgia R. R.	66.12	824	18	15 by 9.6, f. f., s. l.	7	77 81
146	Mich..	24022	Big Rapids, Holland.	Chicago and West Michigan Rwy.	91	821	17	11.6 by 7.6; av.; s. l., 55.69 ms.; d. l. res.	14.48	77 81
147	Ohio ..	21041	Lorain, Bridgeport.	Cleveland, Lorain and Wheeling R. R.	158.41	820	20	16 by 8.8, f. f., s. l.	9.84	77 81
148	Mich..	24039	Fort Gratiot, Chicago.	Chicago and Grand Trunk Rwy.	338.46	811	26.05	20.5 by 9.5, s. l.	12.16	76 95
149	Ind ...	22006	Columbus, Madison.	Pennsylvania Co.	45.75	803	.....	10.10 by 8.8, f. f., d. l.	12	76 95
150	Ohio ..	21053	Columbus, Toledo.	Columbus, Hocking Valley and Toledo Rwy.	125.44	798	.....	15.8 by 9.3, s. l.	18	76 10
151	S. C. ...	14017	Branchville, Augusta.	South Carolina Rwy.	76.43	794	30	18.9 by 8.6, f. f., s. l.	21.66	76 10
152	S. C. ...	14001	Columbia, Greenville.	Columbia and Greenville R.R.	144.32	794	20	20 by 9, f. f., s. l.	6	76 10
153	Tex ...	31027	Galveston, Lampasas.	Gulf, Colorado and Santa Fé Rwy.	275.10	792	20	20.6 by 9, f. f., s. l.	7	76 10
154	Ohio ..	21029	Morrow, Dresden.	Pittsburgh, Cincinnati and St. Louis Rwy.	148.73	778	.....	14.3 by 6.6, f. f., s. l., to Washington C. H.; d. l., res.	12	75 24
154a	Ky....	20015	Maysville, Paris.	Kentucky Central R. R.	50.17	762	.....	12.9 by 8.10, f. f., s. l.	12	75 24

States and Territories in which the contract term expired June 30, 1884, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
..... 102 60			2,737 02	.....	2,385 80	.....	July 1, '84	Part. No readjustment on residue. Weighed from Mar. 19, 1884.
..... 63 27			22,278 97	.....	9,177 95	.....	July 1, '84	Oct. 1, 1883. 126.37 m. ext. Hawarden to Iroquois. Weighed from Apr. 16, 1884.
..... 72 68			6,799 76	.....	6,089 12	.....	July 1, '84	.07 m. decrease. Weighed from Mar. 19, 1884.
..... 78 66			13,128 39	.....	12,677 63	.....	July 1, '84	.45 m. increase. Weighed from Mar. 19, 1884.
..... 66 69			8,109 19	.....	6,714 34	.....	July 1, '84	.85 m. decrease. Weighed Mar. 19, 1884.
..... 75 24			2,203 76	.....	2,041 26	.....	July 1, '84	Weighed from Mar. 19, 1884.
..... 64 98			5,472 39	.....	4,424 48	.....	July 1, '84	Do.
..... 42 75			2,972 88	.....	1,581 75	.....	July 1, '84	.01 m. decrease. Weighed from Mar. 19, 1884.
..... 62 25			39,804 20	.....	29,424 95	.....	July 1, '84	23.20 m. from May 22, 1882, at \$99.18; res. Mar. 19, 1884.
..... 71 82			7,386 96	.....	6,744 61	.....	July 1, '83	See returns of April, 1883. Weighed from July 18, 1883.
..... 65 84			5,534 51	.....	6,000 66	.....	July 1, '84	Formerly Sioux City to Sioux Falls. Weighed from Apr. 14, 1883.
..... 70 11			5,641 22	.....	2,262 80	.....	July 1, '84	Weighed from Mar. 19, 1884.
..... 42 75			3,858 59	.....	2,151 18	.....	July 1, '84	.93 m. decrease. Weighed from Mar. 19, 1884.
..... 70 97			8,115 58	.....	7,402 17	.....	July 1, '84	Weighed from Mar. 19, 1884.
..... 66 69			7,963 07	.....	6,825 05	.....	July 1, '84	Do.
..... 75 24			2,297 72	.....	2,228 60	.....	July 1, '84	.09 m. decrease. Weighed from Mar. 19, 1884.
..... 42 75			5,144 79	.....	3,791 22	.....	July 1, '84	.15 m. decrease. 27.33 from July 2, 1883. Weighed from Mar. 19, 1884.
..... 53 01			7,080 71	.....	2,975 98	.....	July 1, '84	Weighed from Mar. 19, 1884.
..... 64 98			12,325 88	.....	10,294 78	.....	July 1, '84	.02 m. decrease. Weighed from Mar. 19, 1884.
..... 74 39			26,044 49	.....	25,178 03	.....	July 1, '84	Weighed from Mar. 19, 1884.
..... 59 85			3,520 46	.....	2,747 11	.....	July 1, '84	.15 m. decrease. Weighed from Mar. 19, 1884.
..... 64 98			9,545 98	.....	8,147 19	.....	July 1, '84	.06 m. increase. Weighed from Mar. 19, 1884.
..... 88 07			5,816 32	.....	6,644 88	.....	July 1, '84	.98 m. increase. Weighed from Mar. 19, 1884.
..... 68 40			10,982 75	.....	9,838 65	.....	July 1, '84	Weighed from Mar. 19, 1884.
..... 71 82			20,935 11	.....	16,295 95	.....	Sept. 1, '83	48.20 m. from July 1, 1882. Weighed from Sept. 12, 1883.
..... 70 97			11,190 44	.....	10,555 36	.....	July 1, '84	Weighed from Mar. 19, 1884.
..... 64 13			3,774 79	.....	3,253 31	.....	July 1, '84	.56 m. decrease. Weighed from Mar. 19, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dollars.</i>
155	Mo....	28012	Saint Joseph, North Lexington.	Wabash, St. Louis and Pacific Rwy.	73.43	756 20		25.7 by 9.2, s. l.	7	74 39
156	Ga....	15021	Camak, Macon.	Georgia R. R....	78.59	755 15		apt., 15 by 8.6, f. f., s. l.	14	74 39
157	Ohio..	21049	Marietta, Parkersburg.	Cincinnati, Washington and Baltimore R. R.	15.08	751 20		no apt.	17.50	74 39
158	W. Va.	12005	Steubenville, Wheeling.	Pittsburgh, Cincinnati and St. Louis Rwy.	26.13	746 25		no apt.	24	74 39
159	Dak...	35008	Egan, Woonsocket.	Chicago, Milwaukee and St. Paul Rwy.	84.50	738 25		22 by 9.3, f. f., s. l.	6	73 53
160	Ind...	22048	Louisville, Oakland City.	Louisville, Evansville and St. Louis Rwy.	99.55	720 30		14 by 7.6, f. f., s. l.	18.53	73 53
161	Ohio..	21073	Cleveland, Zoar Station.	Valley Rwy.....	76.12	716 25		13.6 by 9.6, f. f., s. l.	10.92	72 68
162	Mo....	28017	Springfield, Mo., Memphis, Tenn.	Kansas City, Springfield and Memphis R. R.	286.63	710 20		18.1 $\frac{1}{4}$ by 8.10 $\frac{1}{4}$, f. f., s. l.	7	72 68
163	Ohio..	21078	Cincinnati, Dodds.	Cincinnati Northern Rwy.	36.02	703 18		apt., 12 by 5.9, f. f., 1 l.	10.92	72 68
164	Ohio..	21041	Marietta, Zoar Station.	Cleveland and Marietta R. R.	105.72	702 23		apt., 15.9 by 8.11, f. f., s. l.	9.54	72 68
165	Ind...	22001	Indianapolis, Vincennes.	Pennsylvania Co.	118.21	699		11.6 by 9, f. f., s. l.	9.64	71 82
166	Ala...	17009	Selma, Meridian.	East Tennessee, Virginia and Georgia R. R.	114.24	691 22		14.7 by 8.11, f. f., s. l.	7	71 82
167	Mich..	24002	Monroe, Adrian.	Lake Shore and Michigan Southern Rwy.	34.90	674 26.14		apt., 10.5 by 7.11, (av.).	14.15	70 97
167a	Kans..	33015	Junction City, Concordia.	Junction City and Ft. Kearny R. R.	73.19	669 20		13.3 by 9.1, f. f., s. l.	9.7	70 97
168	Ga....	15013	Rome, Brunswick.	East Tenn., Virginia and Georgia R. R.	350.80	667 25		15.2 by 7.5, f. f., s. l.	7	70 97
168a	Nebr..	34009	Hastings, Denver.	Republican Valley R. R.	415.88	664 31 $\frac{1}{2}$		7 by 6, f. f., s. l.	7	70 97
169	Fla...	16015	Pensacola, River Junction.	Pensacola and Atlantic R. R.	161.52	1,070 30		13.10 by 9.2, f. f., s. l.	7	70 46
170	Mich..	24029	Jackson, Fort Wayne.	Lake Shore and Michigan Southern Rwy.	96.74	652 24.79		16.10 by 9, s. l.	12.76	70 11
171	Ind...	22021	Richmond, Fort Wayne.	Grand Rapids and Indiana Rwy.	92.73	645 23		22 by 8.10, f. f., s. l.	12	70 11
172	Fla...	16001	Fernandina, Cedar Keys.	Florida Transit R. R.	155.15	1,046 20		15 by 8.11, f. f., s. l.	6.92	69 77
173	Minn	26039	Crookston, Devil's Lake.	St. Paul, Minneapolis and Manitoba Rwy Co.	114.34	633 20		16 by 8.9, f. f., s. l.	6	69 26
174	Miss..	18016	Meridian, New Orleans.	New Orleans and Northeastern R. R.	196.24	630 30		in b. c	6	69 26
175	Ohio..	21089	Cleveland, Chicago.	New York, Chicago and St. Louis Rwy.	338.56	623 25		apt., 20 by 9, f. f., s. l.	6.33	69 26
176	Fla...	16006	Jacksonville, Lake City.	Florida Central and Western R. R.	60.32	1,011 25		12.1 by 6.8, f. f., s. l.	7	68 40
177	Mich..	24057	Au Sable, Alger Junction.	Detroit, Bay City, Alpena R. R.	47.35	616 20		10 by 6	12	68 40

States and Territories in which the contract term expired June 30, 1884, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
59			5,462 45		4,534 78		July 1, '83	3.43 m. decrease. Weighed from Aug. 6, 1883.
68 40			5,846 31		5,375 55		July 1, '84	Weighed from Mar. 19, 1884.
70 11			1,121 80		1,057 25		July 1, '84	Do.
76 10			1,943 81		1,988 49		Mar. 19, '84	Do.
42 75			6,213 28		1,984 88		Apr. 16, '84	38.07 m. ext. Howard to Woonsocket from Jan. 15, 1884. Weighed from Apr. 16, 1884.
58 14			7,319 91		5,787 83		July 1, '84	Weighed from Mar. 19, 1884.
58 14			5,532 40		4,336 08		July 1, '84	1.54 from Sept. 1, '83. Weighed from Mar. 19, 1884.
			20,832 26				Apr. 1, '84	New. Weighed from Jan. 9, 1884.
57 29			2,631 01		2,073 88		July 1, '84	Weighed from Mar. 19, 1884.
49 59			7,683 72		4,870 72		July 1, '84	7.50 m. ext. from July 1, 1884. Weighed from July 1, 1884.
63 27			8,489 84		7,465 86		July 1, '84	.21 m. increase. Weighed from Mar. 19, 1884.
56 43			8,204 71		6,441 48		July 1, '84	.09 m. decrease. Weighed from Mar. 19, 1884.
79 52			2,476 85		2,775 25		July 1, '84	Weighed from Mar. 19, 1884.
64 13			5,194 29		3,703 50		Apr. 16, '84	14.91 m. from June 10, 1883. Weighed from Apr. 16, 1884.
85 50			24,160 39		16,294 59			18.31 m. lap. 72 m. decrease. 88.25 m. from Oct. 23, 1882; 72.69 m. from June 15, 1883, less lap. Weighed from Mar. 19, 1884.
63 27			17,284 74		10,903 32		Jan. 1, '83	243.53 m. from Jan. 1, 1883. Weighed in Apr., 1883.
			11,380 69				July 1, '84	20.17 m. from Aug. 20, 1882; 26.40 m. from Nov. 15, 1882; 28 m. from Jan. 10, 1883; 88.43 m. from Apr. 2, 1883. Weighed from Mar. 19, 1884.
64 98			6,782 44		6,286 17		July 1, '84	1.48 m. decrease. Weighed from Mar. 19, 1884.
61 56			6,501 30		5,707 22		July 1, '84	.02 m. decrease. Weighed from Mar. 19, 1884.
55 41			10,824 81		8,596 85		July 1, '84	Land grant. Weighed from Mar. 19, 1884.
47 03			7,919 18		2,517 99		Apr. 16, '84	20.66 m. ext. from Sept. 15, 1883. Weighed from Apr. 6, 1884.
42 75			13,591 58		2,770 02		July 1, '84	131.21 m. from Feb. 20, 1884. Weighed from Mar. 19, 1884.
			23,483 98				Jan. 1, '83	New. Weighed from Mar. 19, 1884.
103 97			4,125 88		6,271 47		July 1, '84	Weighed from Mar. 24, 1884.
42 75			3,238 74		1,634 33		July 1, '84	From Jan. 15, 1884, on 20.44 m. Weighed from Mar. 19, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dollars.</i>
178	Ohio ..	21062	A n d o v e r , Youngstown.	Lake Shore and Michigan South- ern Rwy.	38.84	612 19		17.4 by 9, f. f., s. l.	12	68 40
179	Dak...	35017	Mitchell, Ash- ton.	Chicago, Mil- waukee and St. Paul Rwy.	95.88	603 23		20.8½ by 8.10, f. f., s. l.	6	68 40
180	Tex...	31036	Rosenbergh, Victoria.	New York, Tex- as and Mexican Rwy.	91.85	601 20		14.7 by 6.8, f. f., s. l.	7	68 40
181	Ga....	15005	Millen, Au- gusta.	Central R. R. and Banking Co.	54.51	576		10.8 by 6.5, f. f., d. l.	14	66 69
182	Mich..	24042	Port Huron, Port Austin.	Port Huron and Northwestern Rwy.	87.71	571 22.1		13 by 6.9 (av.), f. f., d. l., 13.20 m.; s. l. res.	11.41	66 69
183	Ga....	15011	Macon, Colum- bus.	Southwestern R. R.	101.04	568 20		12 by 7.6, f. f., s. l.	7	66 69
184	Ind ...	22032	Evansville, Jas- per.	Louisville, Ev- ansville and St. Louis Rwy.	55.63	560 25		14 by 7.6, f. f., s. l.	18	66 69
185	Ill	23055	Decatur, Indi- anapolis.	Indiana, Bloom- ington and West- ern Rwy.	153.87	560 20		20.4 by 9.11, 1 l.	10.57	66 69
186	Ohio ..	21020	S a n d u s k y , Bloomington.	Lake Erie and Western Rwy.	379.88	559 25		12.9 by 9.7, f. f., s. l.	9.66	65 84
187	Mich..	24005	Jonesville, Lan- sing.	Lake Shore and Michigan South- ern Rwy.	61.04	552 18.17		15 by 9, f. f., s. l.	9.71	65 84
187a	Ky...	20032	Paris, Rich- mond.	Kentucky Cen- tral R. R.	40.84	552		12.6 by 9, f. f., s. l.	12.42	65 84
188	Ga....	15039	Smithville, Al- bany.	Southwestern R. R.	24.08	541 20		apt., 10.9 by 8.7, f. f.	7	65 84
189	Ohio ..	21068	Columbus, Corn- ing.	Ohio Central R. R.	66.05	538 25		16.2 by 7, f. f., s. l.	12	64 98
190	Ind ...	22022	Anderson, Ben- ton Harbor.	Cincinnati, Wa- bash and Mich- igan Rwy.	164.68	534 28		15 by 9, f. f., s. l.	7.06	64 98
190a	Kans..	33040	A t c h i s o n , Omaha.	Missouri Pacific Rwy.	165.33	534 21		20.6 by 7.2, f. f., s. l.	7	64 98
191	Ind ...	22017	Bradford, Lo- gansport.	Pittsburgh, Cin- cinnati and St. Louis Rwy.	114.29	532 33		11.8 by 9.1, f. f., s. l.	6	64 98
192	Ind ...	22027	Detroit, Logans- port.	Wabash, Saint Louis and Pa- cific Rwy.	204.36	530 32		16.6 by 10.4, f. f., s. l.	11.46	64 98
193	Ohio ..	21060	Columbia, Ham- mersville.	Cincinnati and Portsmouth R. R.	35	528 16		10.6 by 7.7, f. f., s. l.	6	64 98
194	Mich..	24030	East Saginaw, Ithaca.	Saginaw Valley and St. Louis R. R.	45.98	527 20		10.3 by 5.6, s. l., 38.51 m.	12.94	64 98
195	Mich..	24034	Walton, Trav- erse City.	Traverse City R. R.	26.27	520 16.2		no apt	12	64 98
195a	Pa	8086	Foxburgh, Call- ery Junct. (n. o.).	Pittsburgh and Western R. R.	43.58	507 16		apt., 8.2 by 6; av. 1 l.	6	64 13
196	Mich..	24026	Grand Rapids, Baldwin.	Chicago and West Michigan Rwy.	73.98	505 21		13 by 8.1, 1 l. ...	9.78	64 13
197	Ohio ..	21008	Bayard, New Philadelphia.	Pennsylvania Co.	32.41	500 30		14.10 by 8.4, f. f., s. l.	6	64 13
198	Ohio ..	21061	Toledo, Dodds.	Toledo, Cincin- nati and St. Louis R. R.	191.09	498 18		12 by 5.7, f. f., s. l.	6	63 27
199	Ohio ..	21052	Cincinnati, Portsmouth.	Cincinnati and Eastern Rwy.	108	497 18		12 by 6, f. f.; d. l. to Richmond Junction, 10.6 ms.; s. l. res.	7.92	63 27
199a	Pa	8150	Williamsport, Stokesdale Junc (n. o.).	Fall Brook Coal Co.	78.52	495 22		15 by 9.2, 1 line	9	63 27

States and Territories in which the contract term expired June 30, 1884, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
<i>Dolls.</i>	<i>D</i>	<i>ls.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
.....	72	68	.....	2,656 65	.....	2,826 52	.....	July 1, '84 .05 m. decrease. Weighed from Mar. 19, 1884.
.....	.....	.....	.....	6,558 18	.....	.....	.....	15.27 m. from May 16, 1883; 80.61 m. from Nov. 1, 1883. Weighed from Apr. 16, 1884. New.
.....	.....	.....	.....	6,282 54	.....	.....	July 1, '84	Weighed from July 22, 1884.
.....	65	84	.....	3,635 27	.....	3,527 04	July 1, '84	.94 m. increase. Weighed from Mar. 19, 1884.
.....	70	11	.....	5,849 37	.....	5,009 36	July 1, '84	Weighed from Mar. 19, 1884.
.....	63	27	.....	6,738 35	.....	6,306 73	July 1, '84	.57 m. increase. Weighed from Mar. 19, 1884.
.....	49	59	.....	3,709 96	.....	2,758 69	July 1, '84	Weighed from Mar. 19, 1884.
.....	.....	.....	.....	10,262 92	.....	.....	July 1, '83	.01 m. decrease. Weighed from Apr. 4, 1883.
.....	61	56	.....	25,011 29	.....	23,509 15	July 1, '84	1.01 m. decrease. Weighed from Mar. 19, 1884.
.....	64	98	.....	4,018 87	.....	3,966 37	July 1, '84	Weighed from Mar. 19, 1884.
.....	.....	.....	.....	2,688 90	.....	.....	Aug. 1, '83	New. Weighed from Mar. 19, 1884.
.....	60	71	.....	1,585 42	.....	1,461 28	July 1, '84	.01 m. increase. Weighed from Mar. 19, 1884.
.....	54	72	.....	4,291 92	.....	3,601 67	July 1, '84	.23 m. increase. Weighed from Mar. 19, 1884.
.....	59	.....	.....	10,700 90	.....	9,841 79	July 1, '84	2.12 m. decrease. Weighed from Mar. 19, 1884.
.....	.....	.....	.....	10,743 14	.....	.....	July 1, '84	New. Formerly part of 28001. Weighed from Aug. 1, 1883.
.....	51	30	.....	7,426 56	.....	5,878 98	July 1, '84	.31 m. decrease. Weighed from Mar. 19, 1884.
.....	64	13	.....	13,279 31	.....	13,086 36	July 1, '84	.30 m. increase. Weighed from Mar. 19, 1884.
.....	58	14	.....	2,274 30	.....	2,034 90	July 1, '84	Weighed from Mar. 19, 1884.
.....	64	13	.....	2,987 78	.....	2,267 64	July 1, '84	10.58 m. ext. from Dec. 20, 1883. Weighed from Mar. 19, 1884.
.....	63	27	.....	1,707 02	.....	1,662 10	July 1, '84	Weighed from Mar. 19, 1884.
.....	66	69	.....	2,794 78	.....	1,833 97	Sept. 4, '83	13.39 m. from May 14, 1883, ext.; 2.69 m. from June 11, 1883, ext. Weighed from Sept. 4, 1883.
.....	58	14	.....	4,744 33	.....	2,740 13	July 1, '84	From Feb. 20, 1884, on 26.85 m.; from July 1, 1884, on whole route. Weighed from Mar. 19, 1884.
.....	57	29	.....	2,078 45	.....	1,855 62	July 1, '84	.02 m. decrease. Weighed from Mar. 19, 1884.
.....	49	59	.....	12,090 26	.....	9,548 55	July 1, '84	1.46 m. decrease. Weighed from Mar. 19, 1884.
.....	66	69	.....	6,833 16	.....	4,495 57	July 1, '84	4.09 m. from Jan. 1, 1883; 10.19 m. from May 15, 1883; 26.40 m. from Aug. 1, 1883. .81 m. increase. Weighed from March 19, 1884.
.....	.....	.....	.....	4,967 96	.....	.....	July 16, '83	Weighed from Nov. 15, 1883.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c. of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dollars.</i>
200	Dak...	35003	Breckenridge, Hope.	St. Paul, Minneapolis and Manitoba Rwy.	93.22	476	20	16 by 8.9, f. f., s. l., 51.45 ms.; no clerk res.	4.77	62 42
200a	Ky....	20014	Owensboro', Adairville.	Owensboro' and Nashville R. R.	85.90	472	20	8 by 7.8, f. f., s. l.	9.95	61 56
201	Ohio ..	21017	Blanchester, Hillsboro'.	Cincinnati, Washington and Baltimore R. R.	21	456	22	no apt	12	60 71
202	Fla....	16016	Jacksonville, St. Augustine.	Jacksonville, St. Augustine and Halifax River Rwy.	36.80	455	23	do	14	60 71
203	Ohio ..	21080	Toledo, Zoar Station.	Wheeling and Lake Erie R. R.	155.08	453	28	15.6 by 8.10, f. f., s. l.	6.40	60 71
204	Ill	23082	Streator, Ill., North Judson, Ind.	Indiana, Illinois and Iowa R. R.	110.50	450	22	.....	6	60 71
205	Fla....	16002	Lake City, River Junction.	Florida Central and Western R. R.	155.87	765	25	(av.) 12.1 by 6.8, f. f., s. l.	7	60 19
206	Fla....	16007	Sanford, Tampa	South Florida R. R.	116.39	446	25	apt., 10.5 by 5.5, f. f., 1 l.	6	59 85
206a	Tenn..	19001	Nashville, Lebanon.	Nashville, Chattanooga and St. Louis Rwy.	31.52	445	20	apt., 12.6 by 6.4, f. f., 1 l.	12	59 85
207	Mich..	24052	Pontwater, Muskegon.	Chicago and West Michigan Rwy.	45.13	443	15	99 by 6.8.	11.02	59 85
208	Mich..	24040	Marquette, Houghton.	Marquette, Houghton and Ontonagon R. R.	95.93	743	20	14 by 7, 1 l.	6.90	59 51
209	Dak...	35006	Everest, Mayville.	Cassellton Branch R. R.	46.14	439	17	16 by 8.9, f. f., s. l.	6	59
210	Ohio ..	21043	Mansfield, Toledo.	Pennsylvania Co.	87.20	433	24	20 by 8.9, f. f., s. l.	12	59
211	Ala ...	17008	Columbus, Troy	Mobile and Girard R. R.	85.70	431	14	12.10 by 9, f. f., s. l.	13	59
212	Ga	15042	Atlanta, Coalburg.	Georgia Pacific Rwy.	176.76	426	24	15.3 by 8.11 f. f., s. l.	13	58 14
213	S. C ...	14016	Belton, Walhalla.	Columbia and Greenville R. R.	43.92	442	17	20 by 9 f. f., s. l.	6	57 85
214	N. Mex	39003	Albuquerque, Needles.	Atlantic and Pacific R. R.	574.70	692	21	21 by 9, f. f., s. l.	7	57 45
215	Ga	15007	Union Point, Athens.	Georgia R. R....	40.48	414	20	11 by 7.6 f. f., s. l.	21	57 29
216	Ohio ..	21031	Harrison, O., Hagerstown, Ind.	White Water R. R.	63.08	391	25	12 by 7.6, s. l....	8.4	55 58
216a	Ky....	20012	Anchorage, Shelbyville.	Louisville and Nashville R. R.	18.48	391	16	10.3 by 7.3, f. f., s. l.	12	55 58
217	Ill	23029	Sidney, Havana.	Wabash, St. Louis and Pacific Rwy.	112.47	390	20	r. p. o. (apt.), 10.5 by 6.10.	6	55 58
218	Ohio ..	21009	Cleveland, Sherodsville.	Conotton Valley Rwy.	108.24	389	24	19.6 by 7.6, f. f., s. l.	13.98	55 58
219	Ark...	29013	Seligman, Eureka Springs.	Eureka Springs Rwy.	19.26	387	20	in b. c	14	55 58
220	Colo ..	38014	Nathrop, Castleton.	Denver, South Park and Pacific R. R.	79.42	385	11	14.11 by 7.6 f. f., s. l. to Gunnison; no clerk res.	6.82	55 58

States and Territories in which the contract term expired in June 30, 1884, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
<i>Dolls.</i>	<i>Dolls.</i>	<i>Doll</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
64 13			5,818 79		5,978 20		Apr. 1, '84	Weighed from Apl. 16, 1884.
50 45			5,288 00		5,118 16		July 1, '84	4.09 m. from Nov. 20, 1882; 32.40 m. from Jan. 1, 1884; 13.20 m. from Jan. 21, 1884 4.37 m. increase. Weighed from Mar. 19, 1884.
56 43			1,274 91		1,185 03		July 1, '84	Weighed from Mar. 19, 1884.
			2,234 12				Aug. 1, '84	New. Weighed from Mar. 19 1884.
52 56			9,414 90		8,088 97		July 1, '84	Weighed from Mar. 19, 1884.
42 75			6,708 45		1,733 08		Mar. 19, '84	69.72 m. from July 2, 1883. Extensions Streator to Dwight and N. Judson to Momence. Weighed from Mar. 19, 1884.
61 56			9,381 81		9,595 35		July 1, '84	Land grant. Weighed from Mar. 19, 1884.
55 58			6,965 94		2,245 43		July 1, '84	75.99 m. from Feb. 13, 1884. Weighed from Mar. 19, 1884.
48 74			1,886 47		1,516 78		July 1, '84	.40 m. increase. Weighed from Mar. 19, 1884.
110 30			2,701 03		2,808 23		July 1, '84	Weighed from Mar. 19, 1884. Covering part of route 24021.
57 46			5,708 79		3,688 35		Apr. 16, '84	Land grant. Ext. 31.73 m. from Dec. 1, 1883. Weighed from Apl. 16, 1884.
42 75			2,722 26		1,843 81		Apr. 1, '84	Weighed from April 16, 1884.
61 56			5,144 80		5,416 04		July 1, '84	.78 m. decrease. Weighed from Mar. 19, 1884.
47 88			5,056 30		4,102 83		July 1, '84	.01 m. decrease. Weighed from Mar. 19, 1884.
			10,276 82				July 1, '84	31.63 m. from July 1, 1882; 6.94 m. from Aug. 1, 1882; 59.14 m. from May 21, 1883; 6.31 m. from Oct. 6, 1882; 72.74 m. from Jan. 1, 1884. Weighed from Mar. 19, 1884.
42 75			2,628 61		1,860 90		July 1, '84	.39 m. increase. Weighed from Mar. 19, 1884.
34 20			33,016 51		9,850 28		Apr. 16, '84	92 m. ext. from Sept. 1, 1882; 16.90 m. ext. from Apr. 16, 1883. Weighed from Aug. 1, 1884.
49 59			2,319 09		2,030 71		July 1, '84	.47 m. decrease. Weighed from Mar. 19, 1884.
61 56			3,505 98		3,888 12		July 1, '84	Weighed from Mar. 19, 1884.
43 61			1,027 11		836 87		July 1, '84	.71 m. decrease. Weighed from Mar. 19, 1884.
61 56			6,251 08		6,341 29		June 1, '83	9.46 m. ext. Urbana to Sidney. Weighed from Mar. 19, 1884.
44 46			6,015 97		4,807 90		July 1, '84	.10 m. increase. Weighed from Mar. 19, 1884.
			1,070 47				Feb. 15, '83	New. Weighed from May 22, 1884.
54 72			4,414 16		2,680 94		May 26, '84	13.29 m. from Sept. 20, 1883. Weighed from Apr. 16, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dollars.</i>
221	Ohio ..	21090	Marion, Chicago Junction (n. o.).	Chicago and Atlantic R. R.	249.95	383	29	10.1 by 6.10, f. f., s. l.	6	55 58
222	Ohio ..	21022	Dayton, Union City.	Dayton and Union R. R.	47.32	382	30	9.6 by 9.1, f. f., s. l.	12	55 58
223	Tex...	31023	Houston, Nacogdoches.	Houston, East and West Texas Rwy.	140.25	382	20	13.1 by 7.5, f. f., s. l.	6	55 58
224	Mich..	24032	Powers, Crystal Falls.	Chicago and Northwestern Rwy.	57.95	386	21	12.8 by 8, s. l., 42 miles.	14	55 58
225	Ga...	15025	Athens, Lula ..	Northeastern R. Co. of Ga.	39.59	380	20	10.2 by 7.2, f. f., s. l.	12	55 58
226	Ohio ..	21055	Toledo, Thurston.	Ohio Central R. R.	148.68	377	25	16.2 by 7, f. f., s. l.	6.73	54 72
227	Ind...	22745	Lawrenceburgh Junc. (n. o.), Lawrenceburgh.	Cincinnati, Indianapolis, St. Louis and Chicago R. R.	246	376	20	no apt.....	26	54 72
228	Mich..	24033	Lenox, Jackson.	Michigan Air Line Rwy.	106.58	373	22.6	23.6 by 7.3, s. l.	7.76	54 72
229	S. C...	14010	Port Royal, Augusta.	Port Royal and Augusta R. R.	110.77	368	18	10.3 by 6.10, f. f., s. l.	14	54 72
230	Wis..	25028	Hudson, Bayfield.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	181.44	591	20	apt. 9.3 by 22 (av.), s. l.	6	54 04
231	Miss ..	18014	Artesia, Columbus.	Mobile and Ohio R. R.	14.11	366	13½	in b. c.....	7	53 87
232	Mich..	24020	Toledo, South Lyon.	Toledo, Ann Arbor and Grand Trunk Rwy.	60.51	364	21.3	(apt.), 12 by 9, s. l.	10.51	53 87
233	Io ..	27089	Sac City, Kingsley.	Chicago and Northwestern Rwy.	58.40	359	20	no apt.....	6	53 87
233a	Pa....	8051	Greenville, Butler.	Shenango and Alleghany R. R.	57.29	359	23	apt., 14 by 6.8, 1 l.	14.61	53 87
234	Ala...	17006	Selma, Aiken Junc. (n. o.).	Cincinnati, Selma and Mobile Rwy.	71.86	356	20	12 by 6.10.....	7	53 87
235	Ohio ..	21018	Portsmouth, Hamden Junction.	Cincinnati, Washington and Baltimore R. R.	56	352	22	13 by 7.4, f. f., s. l.	12	53 01
236	Ohio ..	21038	Newark, Shawneetown.	Baltimore and Ohio R. R.	43.67	351	25	apt., 16 by 8.6, f. f.	12	53 01
237	Mich..	24024	Ypsilanti, Bankers.	Lake Shore and Michigan Southern Rwy.	65.52	351	22	8.8 by 6.9, s. l..	6	53 01
37a	K ..	20011	Glasgow Junction, Glasgow.	Louisville and Nashville R. R.	11	349	16	no apt.....	6	53 01
238	Ga....	15008	Kingston, Rome.	Rome R. R.	20.28	341	15	8.6 by 5.6, no clk.	16	52 16
239	Ind...	22023	Oakland City, Mt. Vernon.	Louisville, Evansville and St. Louis Rwy.	88.56	339	30	14 by 7.6, f. f., s. l.	13	52 16
240	Mich..	24041	Alma, Lakeview.	Detroit, Lansing and Northern R. R.	32.61	334	20	9.8 by 6.9, s. l..	12	52 16
241	Fla...	16012	Palatka, Gainesville.	Florida Southern Rwy.	49.77	333	23	no apt.....	7.22	52 16
242	N. Y..	6127	Bradford Junction (n. o.), Punxsutawney.	Rochester and Pittsburgh R. R.	120.73	333	30	(apt.), 14 by 8.11, 1 l.	12	52 16
242a	Kans..	33036	Ft. Scott, Wichita.	St. Louis, Ft. Scott and Wichita R. R.	158.60	232	20	(apt.), 15.7 by 7.1½, f. f., s. l.	6	52 16
243	S. C...	14006	Florence, Cheraw.	Cheraw and Darlington R. R.	40.82	331	20	apt., 13.6 by 8.7, f. f., s. l.	7	51 30

States and Territories in which the contract term expired June 30, 1884, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
			13,892 22				June 1, '83	New. Weighed from Mar. 19, 1884.
	47 03		2,630 04		2,232 98		July 1, '84	.16 m. decrease. Weighed from Mar. 19, 1884.
	42 75		7,795 09		3,783 37		Dec. 1, '83	32 m. from Nov. 1, 1882; 19.75 m. from June 15, 1883. Weighed from Dec. 15, 1883.
	47 88		3,220 86		2,774 65		July 1, '84	Weighed from Mar. 19, 1884.
	45 32		2,200 41		1,836 81		July 1, '84	.94 m. decrease. Weighed from Mar. 19, 1884.
	46 17		8,135 76		6,780 06		July 1, '84	1.83 m. increase. Weighed from Mar. 19, 1884.
	52 16		134 61		128 31		July 1, '84	Weighed from Mar. 19, 1884.
	42 75		5,832 05		1,528 21		July 1, '84	From Feb. 20, 1884, on 70.83 m. ext. Weighed from Mar. 19, 1884.
	52 16		6,061 33		5,777 76		July 1, '84	Weighed from Mar. 19, 1884.
	46 52		9,805 01		5,713 58		Apr. 16, '84	From Nov. 20, 1883, on 53.63 m. ext. Weighed from Mar. 19, 1884.
	50, 45		760 10		711 84		July 1, '84	Weighed from Mar. 19, 1884.
	53 01		3,259 67		3,247 39		July 1, '84	Do.
			3,146 00				Apr. 16, '84	From Sept. 15, 1883, on 13.29 m.; from Jan. 25, 1884, on 12.69 m. New. Weighed from Apr. 16, 1884.
	45 32		3,086 21		1,631 06		May 1, '84	21.3 m. from Nov. 22, 1883. Weighed from May 1, 1884.
	47 03		3,871 09		3,374 40		July 1, '84	.11 m. increase. Weighed from Mar. 19, 1884.
	72 68		2,968 56		4,070 08		July 1, '84	Weighed from Mar. 19, 1884.
	47 03		2,314 94		2,054 74		July 1, '84	.02 m. decrease. Weighed from Mar. 19, 1884.
	49 50		3,473 21		3,249 14		July 1, '84	Weighed from Mar. 19, 1884.
	47 88		583 11		518 54		July 1, '84	.17 m. increase. Weighed from Mar. 19, 1884.
	42 75		1,057 80		868 68		July 1, '84	.04 m. decrease. Weighed from Mar. 19, 1884.
	43 61		4,619 28		3,862 10		July 1, '84	Weighed from Mar. 19, 1884.
	53 87		1,700 93		2,033 59		July 1, '84	Do.
	42 75		2,596 00		2,115 69		July 1, '84	.28 m. increase. Weighed from Mar. 19, 1884.
			6,297 27				July 16, '83	16.13 m. from June 1, 1883; 104.6 m. from July 16, 1883. New. Weighed from Nov. 15, 1883.
	47 03		8,272 57		6,018 43		Jan. 17, '84	30.63 m. ext. from Aug. 15, 1883. Weighed from Jan. 17, 1884.
	44 46		2,094 06		1,818 41		July 1, '84	.08 m. decrease. Weighed from Mar. 19, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dollars.</i>
244	S. C . . .	14007	Chester, New-ton.	Chester and Le-noir Narrow Gauge R. R.	76.37	331	15	12 by 7.4, f. f., s. l.	6	51 30
245	Nebr. . .	34019	Nemaha City, Beatrice.	Republican Val-ley R. R.	67.76	329	17	apt., 8½ by 7.3, f. f., s. l.	6	51 30
246	Mich. . .	24023	Allegan, Hol-land.	Chicago and West Michigan Rwy.	24.64	322	22	apt., 12 by 6, f. f., s. l.	6	51 30
*247	Wis. . . .	25048	Eau Claire, Chi-cago Junction (n. o.).	Chicago, St. Paul, Minne-apolis and Omaha Rwy.	79.11	316	20	14.5 by 7 (av.), s. l.	7.75	50 45
248	Ohio . .	21037	Niles, New Lis-bon.	New York, Pennsylvania and Ohio R. R.	34.85	313	25	6.6 by 6.6, f. f., s. l.	12	50 45
249	Ill	23046	Jacksonville, Centralia.	Jacksonville and Southeast-ern Rwy.	112.05	312	25	(apt.), 12 by 7.4.	6.85	50 45
250	N. Mex	39006	Deming, Silver City.	Silver City, Deming and Pacific R. R.	47.70	311	16	no apt	7	50 45
251	S. C . . .	14014	Cheraw, Wades-borough.	Cheraw and Sal-isbury R. R.	26.02	308	20	apt., 13.6 by 8.7, f. f., s. l.	7	50 45
251a	Pa	8040	Pittsburgh, Wheeling.	Baltimore and Ohio R. R.	71.09	308	18	apt., 11 by 8.9, l.	9	50 45
252	Ohio . .	21084	Logan, New Straitsville.	Columbus, Hock-ing Valley and Toledo Rwy.	13.39	307	23	11 by 7.9, f. f., s. l.	12	49 59
253	N. Y . .	6130	Buffalo, Ash-ford Junction (n. o.).	Rochester and Pittsburgh R. R.	49.28	306	23	(apt.), 15 by 8.11, 1 l.	10.07	49 59
254	Ohio . .	21092	Canton, Coshoc-ton.	Connotton Val-ley Rwy.	54.73	303	24	apt., 10.6 by 7.6, f. f., s. l.	6	49 59
254a	Tenn. . .	19013	Tulahoma, Walling.	Nashville, Chat-tanooga and St. Louis Rwy.	48.26	302	18	8 by 6.2, f. f., s. l.	6	49 59
255	N. Y . .	6118	Phoenicia, Hun-ter.	Stony Clove and Catskill Mount-ain R. R.	14.73	300	14	in b. c	6	49 59
255a	Ky	20030	Richmond Junc. (n. o.), Rich-mond.	Kentucky Cen-tral R. R.	34.31	299	.....	10 by 6, f. f., s. l.	6	49 59
256	Ill	23083	Bates, Grafton.	Wabash, St. Louis and Pa-cific Rwy.	71.93	290	20	apt., 17 by 8.8, f. f.	6	48 74
256a	Pa	8092	York, Peach Bottom.	York and Peach Bottom Rwy.	40.07	290	15	apt., 13.6 by 7.6, 1 l.	6	48 74
257	Nebr. . .	34015	Grand Island, North Loup.	Omaha and Re-publican Val-ley R. R.	50.09	288	21	12 by 9.4, f. f., s. l.	6	48 74
258	Mich. . .	24049	Detroit and Bay City Crossing, Saginaw.	Flint and Pere Marquette R. R.	3.76	286	11.66	no apt	19	48 74
259	Md	10024	Baltimore, Md., Delta, Pa.	Maryland Cen-tral R. R.	45.5	283	16	apt., 8 by 5.6, s. l.	15.56	47 88
260	Ind	22034	Rockport, Rock-port Junction (n. o.).	Louisville, Evansville and St. Louis Rwy.	16.20	282	17	no apt	18	47 88
261	Mich. . .	24014	Saginaw, Cairo.	Michigan Cen-tral R. R.	34.04	281	20.64	no apt	14.50	47 88
262	Ind	22042	New Castle, Rushville.	Ft. Wayne, Cin-cinnati and Louisville R. R.	24.89	278	25	apt., 12 by 7.8, f. f., s. l.	6	47 88
263	Mich. . .	24037	St. Clair, Lenox.	Michigan Mid-land and Can-ada R. R.	16	274	20	no apt	12	47 88
264	S. C . . .	14008	Alston, Spartan-burgh.	Columbia and Greenville R. R.	68.39	271	16	20 by 9, f. f., s. l.	6	47 03
265	Wis. . . .	25050	Eland, Waters-meet.	Milwaukee, Lake Shore and Western Rwy.	105.68	271	25	no apt	6	47 03

States and Territories in which the contract term expired June 30, 1884, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
..... 47 98			3,917 78	.....	3,126 85	.....	July 1, '84	3.16 m. decrease. 14.36 m. from Aug. 6, 1883. Weighed from Mar. 19, 1884.
..... 45 32			3,476 08	.....	1,492 39	.....	Apr. 16, '84	34.83 m. from Nov. 1, 1883. Weighed from Apr. 16, 1884.
..... 50 45			1,264 03	.....	1,243 08	.....	July 1, '84	Weighed from Mar. 19, 1884.
..... 42 75			3,991 09	.....	2,016 51	.....	Apr. 16, '84	From Sept. 15, 1883, 22.78 m. ext.; from Nov. 1, 1883, 9.16 m. ext. Weighed from Apr. 16, 1884.
..... 46 17			1,758 18	.....	1,573 47	.....	July 1, '84	.77 m. increase. Weighed from Mar. 19, 1884.
..... 47 03			5,652 92	.....	3,941 11	.....	Nov. 20, '84	28.25 m. ext. Weighed from Mar. 19, 1884.
.....			2,406 46	.....	.....	.....	July 2, '83	New. Weighed from Dec. 1, 1883.
..... 42 75			1,312 70	.....	1,112 35	.....	July 1, '84	Weighed from Mar. 19, 1884.
..... 44 46			3,586 49	.....	1,441 83	.....	May 1, '84	38.66 m. ext. from Nov. 20, 1883. Weighed from May 1, 1884.
..... 42 75			664 01	.....	569 43	.....	July 1, '84	.07 m. increase. Weighed from Mar. 19, 1884.
.....			2,443 79	.....	.....	.....	Dec. 12, '83	New. Weighed from May 1, 1884.
.....			2,714 06	.....	.....	.....	July 2, '83	Weighed from Mar. 19, 1884.
..... 42 75			2,393 21	.....	2,223 19	.....	July 1, '84	New. 1.11 m. decrease. 13.18 m. from Nov. 1, 1881; 1.10 m. from Mar. 4, 1884. Weighed from Mar. 19, 1884.
..... 42 75			730 46	.....	651 51	.....	July 1, '83	See returns Apr., 1883. Weighed from July 24, 1883.
..... 42 75			1,701 43	.....	1,474 02	.....	July 1, '84	.17 m. decrease. Weighed from Mar. 19, 1884.
..... 59 00			3,505 86	.....	3,292 79	.....	Mar. 19, '84	16.12 m. ext. from July 2, 1883. Weighed from Mar. 19, 1884.
..... 47 03			1,953 01	.....	1,681 32	.....	Sept. 4, '83	4.32 m. ext. from June 4, 1883. Weighed from Sept. 4, 1883.
..... 49 59			2,441 38	.....	1,140 07	.....	.....	27.10 m. ext. from Nov. 1, 1882. Weighed from Apr. 16, 1883.
..... 47 03			183 26	.....	176 83	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....			694 26	.....	.....	.....	Jan. 21, '84	27.5 m. from July 9, 1883; 3.5 m. from Nov. 21, 1883; 14.5 m. from Jan. 21, 1884. Weighed from May 1, 1884.
..... 42 75			775 65	.....	692 55	.....	July 1, '84	Weighed from Mar. 19, 1884.
..... 48 74			1,629 83	.....	1,659 10	.....	July 1, '84	Do.
..... 42 75			1,191 73	.....	1,061 91	.....	July 1, '84	.05 m. increase. Weighed from Mar. 19, 1884.
..... 60 71			766 08	.....	1,092 78	.....	July 1, '84	Weighed from Mar. 19, 1884.
..... 42 75			3,216 38	.....	2,928 37	.....	July 1, '84	.11 m. decrease. Weighed from Mar. 19, 1884.
..... 60 71			4,970 13	.....	4,124 63	.....	Apr. 16, '84	52.50 m. ext. from Feb. 5, 1884. Weighed from Apr. 16, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					Miles.	Lbs.		Feet and inches.		Dollars.
266	Ohio ..	21058	Wellston, Springfield.	Ohio Southern R.R.	118.89	270	.....	apt., 14 by 7, f. f., s. l.	7.25	47 03
267	Fla ...	16008	Volusia, Leesburgh.	Saint John's and Lake Eustis Rwy.	49.75	264	18	14 by 7.4. No clerk.	6	47 03
267a	Ky....	20027	Asherville, Richardson.	Chattaroi Rwy ..	50.36	263	20	10 by 6.10, f. f., s. l.	9.73	47 03
268	Ohio ..	21065	Delphos, Kokomo.	Toledo, Cincinnati and St. Louis R. R.	108.02	259	20	10.5 by 7.6, f. f., s. l.	6	46 17
268a	Ky....	20024	Lebanon, Greensburgh.	Louisville and Nashville R. R.	31.80	255	12	no apt	6	46 17
269	Ind ...	22011	Cambridge City, Columbus.	Pennsylvania Co.	63.58	253	.....	10.10 by 8.4, f. f., s. l.	6	46 17
269a	Tenn..	19020	Wartrace, Shelbyville.	Nashville, Chattanooga and St. Louis Rwy.	8.36	253	18	no apt	15	46 17
270	Ill	23056	Geneva, Aurora	Chicago and Northwestern Rwy.	10.62	251	20	no apt	30	46 17
271	Miss ..	18015	Artesia, Starkville.	Mobile and Ohio R. R.	11.60	351	11	in b. c	7	46 17
272	Mich..	24025	Saginaw Junction (n.o.), East Saginaw.	Port Huron and Northwestern Rwy.	78.85	248	25.5	9.6 by 6, f. f.	12	46 17
272a	Ky....	20021	Harrodsburgh, Harrodsburgh Junction.	Southwestern R. R.	5.44	249	15	no apt	18	46 17
273	Ohio ..	21063	Bellaire, Zanesville.	Bellaire, Zanesville and Cincinnati Rwy.	112.57	243	15	12 by 7.8, f. f., s. l.	8.29	45 13
274	Mich..	24007	Kalamazoo, South Haven.	Michigan Central R. R.	40.18	241	12.39	apt., 12.7 by 6.6, f. f., s. l.	12	45 32
275	Mich..	24064	Pontiac, Caseville.	Pontiac, Oxford and Port Austin R. R.	100.73	241	20	9 by 7, s. l.	6	45 32
276	Mich..	24036	Trenton, Fayette.	Lake Shore and Michigan Southern Rwy.	68.40	240	20.3	10.4 by 6.8, (av.), s. l.	7.57	45 32
277	Ohio ..	21046	Painesville, Youngstown.	Painesville and Youngstown R. R.	62.43	239	18	apt., 12 by 6, f. f., s. l.	6	45 32
278	Ohio ..	21066	Hillsboro', Sardinia.	Columbus and Maysville R. R.	19.59	239	10	no apt	6	45 32
279	Ohio ..	21027	Xenia, Springfield.	Pittsburgh, Cincinnati and St. Louis Rwy.	19.99	238	25	no apt	21	45 32
280	Ga	15023	Brunswick, Albany.	Brunswick and Western R. R.	171.73	238	21	apt., 14.6 by 8.7, f. f., s. l.	7	45 32
281	Mo....	28053	North Springfield, Chadwick.	St. Louis and San Francisco Rwy.	34.79	237	10	no apt	7	45 32
282	Ga	15037	Augusta, Greenwood.	Augusta and Knoxville R. R.	68.30	235	14	apt., 10.3 by 6.10, f. f., s. l.	13	44 46
283	Mich..	24060	Port Huron, Almont.	Port Huron and Northwestern Rwy.	34.52	235	20.7	no apt	12	44 46
284	Miss ..	18007	Muldon, Aberdeen.	Mobile and Ohio R. R.	9.50	230	13	in b. c	7	44 46
285	Ohio ..	21079	Solon, Chagrin Falls.	Chagrin Falls and Southern R. R.	6.08	228	10	no apt	18	44 46
286	Ala ...	17016	Opelika, Goodwater.	Columbus and Western Rwy.	60.15	228	13	apt., 15 by 9, f. f., s. l.	6	44 46
287	S. C ...	14011	Spartanburgh, Hendersonville.	Asheville and Spartanburgh R. R.	50.75	225	15	7.2 by 6, f. f., s. l.	6	44 46
288	Ohio ..	21044	Harbor, Youngstown.	Pennsylvania Co.	63.10	224	27	19.6 by 8.4 (av.), f. f., s. l.	7.01	44 46
289	Ind ...	22030	Terre Haute, Worthington.	Terre Haute and Southeastern R. R.	40.98	224	16	11.5 by 6.10, f. f., s. l.	6	44 46

States and Territories in which the contract term expired June 30, 1884, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
44 46			3,591 39		5,285 84		July 1, '84	Weighed from Mar. 19, 1884.
42 75			2,339 74		2,126 81		July 1, '84	Do.
43 61			2,368 43		2,208 84		July 1, '84	3.70 m. ext. from July 23, 1883. Weighed from Mar. 19, 1884.
42 75			4,987 28		4,630 67		July 1, '84	.30 m. decrease. Weighed from Mar. 19, 1884.
42 75			1,468 20		841 32		July 1, '84	.20 m. decrease. Weighed from Mar. 19, 1884.
42 75			2,935 48		2,718 04		July 1, '84	2.03 m. decrease. Weighed from Mar. 19, 1884.
42 75			385 98		357 81		July 1, '84	.01 m. decrease. Weighed from Mar. 19, 1884.
42 75			490 32		166 29		Nov. 15, '83	6.73 m. ext. Weighed from Apr. 16, 1884.
42 75			535 57		495 90		July 1, '84	Weighed from Mar. 19, 1884.
48 74			3,640 50		3,843 15		July 1, '84	Do.
42 75			251 16		240 25		July 1, '84	.18 m. decrease. Weighed from Mar. 19, 1884.
42 75			5,101 67		1,838 25		July 1, '84	16.95 m. from Oct. 1, 1883; 52.62 m. from Dec. 15, 1883. Weighed from May 1, 1884.
43 61			1,820 95		1,752 24		July 1, '84	Weighed from Mar. 19, 1884.
			4,565 08				July 1, '84	New. Weighed from Mar. 19, 1884.
42 75			3,099 88		2,924 10		July 1, '84	Weighed from Mar. 19, 1884.
42 75			2,829 32		2,637 24		July 1, '84	.74 m. increase. Weighed from Mar. 19, 1884.
42 75			887 81		837 47		July 1, '84	Weighed from Mar. 19, 1884.
42 75			905 94		857 13		July 1, '84	.06 m. decrease. Weighed from Mar. 19, 1884.
38 48			7,782 80		6,623 56		July 1, '84	.66 m. decrease. Weighed from Mar. 19, 1884.
42 75			1,576 68		1,205 55		Apr. 16, '84	6.81 m. from July 16, 1883. Weighed from Apr. 16, 1884.
42 75			3,036 61		2,919 82		July 1, '84	Do.
43 61			1,534 75		1,505 42		July 1, '84	Do.
42 75			422 37		406 12		July 1, '84	Weighed from Mar. 19, 1884.
43 61			270 31		255 55		July 1, '84	.22 m. increase. Weighed from Mar. 19, 1884.
48 74			2,674 26		2,940 97		July 1, '84	.19 m. decrease. Weighed from Mar. 19, 1884.
42 75			2,256 34		2,190 93		July 1, '84	.50 m. decrease. Weighed from Mar. 19, 1884.
42 75			2,805 42		2,733 86		July 1, '84	.85 m. decrease. Weighed from Mar. 19, 1884.
43 61			1,821 97		1,771 87		July 1, '84	.35 m. increase. Weighed from Mar. 19, 1884.

H. — Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					Miles.	Lbs.		Feet and inches.		Dollars.
290	Iowa ..	27084	Des Moines, Leon.	Des Moines, Osceola and Southern R. R.	92.12	223	18	no apt	6	43 61
291	Miss ..	18008	Middleton, Ripley.	Ship Island, Ripley and Kentucky R. R.	25.12	221	15	in b. c	7	43 61
292	Ga	15030	Marietta, Ellijay.	Marietta and North Georgia R. R.	67.76	219	12	apt., 14 by 6.10, 1 l.	6	43 61
293	Colo....	38030	Colorado Springs Station (n. o.), Manitou Station (n. o.).	Denver and Rio Grande Rwy.	5.40	219	20	no apt	14	43 61
294	S. C ...	14012	Newberry C. H., Laurens C. H.	Laurens Rwy....	31.78	218	10	in b. c	6	43 61
295	Ga	15022	Griffin, Carrollton.	Savannah, Griffin and North Ala. R. R.	60.37	215	16	9.4 by 5.10, f. f., s. l.	6	43 61
296	Mich..	24019	Toledo, Allegan.	Michigan and Ohio R. R.	156.92	214	23.58	15.2 by 7.3, s. l.	6.67	43 61
297	Ohio ..	21035	Youngstown, Mahoningstown.	Pennsylvania Co.	18.40	211	27	15 by 9, f. f., s. l.	9	42 75
298	Ga	15036	Dupont, Brantford.	Savannah Florida and Western Rwy.	72.62	196	20	17.6 by 9.1, f. f., s. l.	20	42 75
299	W. Va.	12011	Weston, Buckhannon.	Weston and Buckhannon R. R.	16.29	186	12	no apt	12	42 75
300	Iowa ..	27056	Des Moines, Cedar Falls.	Wisconsin, Iowa and Nebraska Rwy.	107.40	183	21	15.6 by 8.9, s. l.	6	42 75
301	Conn..	5002	Stamford, New Canaan.	Stamford and New Canaan R. R.	8.89	164	9	in b. c	12	42 75
302	Mich..	24061	Palm Station, Sand Beach.	Port Huron and Northwestern Rwy.	18.83	163	20.3	no apt	12	42 75
303	S. C ...	14018	Kingsville, Camden.	South Carolina Rwy.	39.28	163	15	in b. c	12	42 75
304	Ohio ..	21091	Toledo, Findlay.	Toledo and Indianapolis Rwy.	44.72	161	20	no apt	6	42 75
305	Ohio ..	21054	Dayton, Iron- ton.	Toledo, Cincinnati and St. Louis R. R.	169.19	160	20	apt., 12 by 5.8, f. f., s. l.	6	42 75
306	Nebr..	34023	Kenesaw, Holdrege.	Nebraska and Colorado R. R.	40.32	159	11	no apt .....	....	42 75
307	Ga	15043	Belton, Tallulah	Northeastern R. R. Co. of Ga.	21.23	153	20	10.2 by 7.2, f. f., s. l.	6	42 75
308	Miss ..	18017	Durant, Lexington.	Illinois Central R. R.	13.16	149	12½	in b. c	6	42 75
309	S. C ...	14020	Lanes, Georgetown.	Georgetown and Lanes R. R.	39.20	148	20	in b. c	7	42 75
310	Mich..	24050	Buchanan, Berrien Springs.	St. Joseph's Valley R. R.	11.07	147	15	no apt	12	42 75
311	N. J. ...	7058	Two Bridges Junction (n. o.), Stroudsburg.	New York, Susquehanna and Western R. R.	47.85	143	25	apt., 13.4 by 6.9, 1 l.	6	42 75
312	Fla....	16009	Hart's Road, Jacksonville.	Fernandina and Jacksonville R. R.	23.27	141	22½	in b. c	13	42 75
313	Ga	15034	Gainesville, Social Circle.	Gainesville, Jefferson and Southern R. R.	52.27	138	12	no apt	6	42 75
314	Mich..	24063	Lawton, Hartford.	Paw Paw and Toledo and South Haven R. R.	20.21	136	7.87	no apt	10.92	42 75
315	W. Va.	12012	Grafton, Philippi.	Grafton and Greenbrier R. R.	24	133	12	no apt	6	42 75

States and Territories in which the contract term expired June 30, 1884, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
..... 42 75			4,017 35	.....	3,690 18	.....	July 1, '84	Dec. 10, 1883, on 5.80 m. ext. Weighed from Apr. 16, 1884.
..... 42 75			1,095 48	.....	1,072 59	.....	July 1, '84	.03 m. increase. Weighed from Mar. 19, 1884.
..... 42 75			2,955 01	.....	2,012 23	.....	July 1, '84	.07 m. decrease. 20.76 m. from Sept. 1, 1883. Weighed from Mar. 19, 1884.
.....			235 49	.....	.....	.....	Aug. 15, '83	New. Weighed from Aug. 15, 1883.
..... 42 75			1,385 92	.....	1,365 00	.....	July 1, '84	.15 m. decrease. Weighed from Mar. 19, 1884.
..... 42 75			2,632 73	.....	2,570 13	.....	July 1, '84	.25 m. increase. Weighed from Mar. 19, 1884.
.....			6,112 94	.....	.....	.....	Mar. 20, '84	23.72 m. pay same as additional train on route 24020. New. Weighed from May 1, 1884.
..... 53 01			786 60	.....	997 68	.....	July 1, '84	.42 m. decrease. Weighed from Mar. 19, 1884.
..... 135 95			3,104 50	.....	7,650 05	.....	July 1, '84	.17 m. increase. 23.60 m. from Jan. 22, 1883. Weighed from Mar. 19, 1884.
.....			696 39	.....	.....	.....	Dec. 10, '83	New. Weighed from July 23, 1884.
.....			4,143 75	.....	.....	.....	.....	96.93 m. from Feb. 25, 1884. Weighed from Apr. 16, 1884. Ext. Hudson to Cedar Falls not weighed.
.....			380 04	.....	.....	.....	Aug. 20, '83	New. Weighed from Aug. 20 1883.
..... 70 11			804 98	.....	1,321 17	.....	July 1, '84	Weighed from Mar. 19, 1884.
..... 54 72			1,679 22	.....	2,135 72	.....	July 1, '84	.25 m. increase. Weighed from Mar. 19, 1884.
.....			1,911 78	.....	.....	.....	June 4, '83	New. Weighed from Mar. 19, 1884.
..... 47 88			7,232 87	.....	5,618 23	.....	June 1, '84	1.28 m. increase. 50.57 m. from Nov. 5, 1883. Weighed from Mar. 19, 1884.
.....			1,723 68	.....	.....	.....	Feb. 20, '84	New. Weighed from Apr. 16, 1884.
.....			1,087 58	.....	.....	.....	Aug. 15, '82	.02 m. decrease. New. Weighed from Mar. 19, 1884.
.....			562 59	.....	.....	.....	Aug. 6, '83	New. Weighed from Mar. 19, 1884.
.....			1,675 80	.....	.....	.....	Jan. 24, '84	Do.
..... 44 46			473 24	.....	492 17	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....			2,045 58	.....	.....	.....	July 23, '83	New. Weighed from Nov. 15, 1883.
..... 66 69			994 79	.....	1,551 87	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....			2,234 54	.....	.....	.....	May 1, '84	New. Weighed from June 4, 1884.
.....			863 97	.....	.....	.....	July 1, '84	New. Weighed from Mar. 19, 1884.
.....			1,026 00	.....	.....	.....	Mar. 17, '84	New. Weighed from Aug. 12, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dollars.</i>
316	Mo....	28035	Neelysville, Doniphan.	St. Louis, Iron Mountain and Southern Rwy.	20.09	131 8		no apt	6	42 75
317	Miss ..	18016	Meridian, Ellisville.	New Orleans and Northeastern R. R.	65.03	131 28		in b. c.; no clerk.	6	42 75
318	Wis...	25055	Brandon, Markesan.	Chicago, Milwaukee and St. Paul Rwy.	11.78	130 17		no apt	6	42 75
319	Mo....	28055	Clinton, Brownington.	Kansas City and Southern Rwy.	11.55	123 18		no apt	6	42 75
320	Pa	8139	Lawrenceville, Harrison Valley.	Fall Brook Coal Co.	32.18	120 27		in b. c	8.36	42 75
321	Iowa ..	27091	New Sharon, Newton.	Central Iowa Rwy.	33.66	120 12		no apt	7.10	42 75
322	Mo ...	28043	Summitville, Bonne Terre.	St. Joe and Desloge Rwy.	13.20	120 15		no apt	18	42 75
323	Pa	8048	West Chester, Phoenixville.	Pennsylvania R. R.	18.42	118 24		no apt	18.94	42 75
324	Ga ...	15034	Monroe, Social Circle.	Gainesville, Jefferson and Southern R. R.	10.72	117 17		in b. c	12	42 75
325	Pa	8126	Bowmandale, Shippensburg.	Harrisburg and Potomac R. R.	32.45	106 20		in b. c	16.65	42 75
326	Wis...	25054	Trempealeau, Galesville.	Chicago and Northwestern Rwy.	8.23	116 20		no apt	12	42 75
327	N. H ..	1022	Plymouth, North Woodstock.	Boston, Concord and Montreal R. R.	21.06	115 16		in b. c	13.98	42 75
328	N. Y ..	6128	Hayt's Corners, Willard.	Geneva, Ithaca and Sayre R. R.	5.42	113 12		in b. c	18	42 75
329	N. Y ..	6126	Buffalo (Erie St.), Black Rock (N.Y.C.), station (n.o.).	Grand Trunk Rwy.	4.59	113 18		apt. 25 by 6.10, 1 line.	6	42 75
330	Dak...	35014	Brookings, Watertown.	Chicago and Northwestern Rwy.	48.24	109 23		no apt	6	42 75
331	Nebr..	34024	Chester, Hebron.	Nebraska and Colorado R. R.	11.83	107 12½		no apt	12	42 75
332	Ala ...	17028	East and West Junction (n.o.), Broken Arrow.	East and west R. R. of Ala.	41.75	106 15		no apt	6	42.75
333	Ind ...	22035	New Salisbury, Corydon.	Louisville, New Albany and Corydon Rwy.	8.39	105 12		no apt	6	42.75
334	Nebr..	34022	Wakefield, Hartington.	Chicago, St. Paul, Minn. and Omaha Rwy.	33.80	100 15		no clerk	6	42.75
335	Ky....	20031	Madisonville, Providence.	Louisville and Nashville R. R.	16.70	95 10		no apt	6	42.75
336	Tex...	31044	Jacksonville, Alto.	Kansas and Gulf Short Line R. R.	28.11	90 20		no apt	6	42.75
337	Colo ..	38029	Boulder, Sunset.	Greely, Salt Lake and Pacific Rwy.	13.11	88 10		no apt	7	42.75
338	Iowa..	27088	Eldora Junction (n.o.), Eldora.	Chicago, Iowa and Dakota Rwy.	5.80	88 20		no apt	12	42.75
339	Ill ...	23028	Junction, Mound City.	Mound City R.R.	2.94	86 6		no apt	6	42.75
340	N. J ..	7020	Pleasantville, Somers Point.	West Jersey R. R.	7.31	79 17		in b. c ...	6	42.75
341	Iowa ..	27082	Winfield, Martinsburgh.	Burlington and Western Rwy.	47.70	78 12.75		no apt	6	42.75

States and Territories in which the contract term expired June 30, 1884, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
.....			858 84	.....	.....	.....	July 2, '83	New. Weighed from Apr. 16, 1884.
.....			2,770 02	.....	.....	.....	May 21, '84	36.34 m. from May 1, 1883; 28.69 m. from May 21, 1883. Weighed from Nov. 1, 1884.
.....			503 59	.....	.....	.....	July 1, '83	New. Weighed from Mar. 19, 1884.
.....			493 76	.....	.....	.....	Mar. 15, '84	New. Weighed from Apr. 16, 1884.
.....	64 13	.....	1,375 69	.....	832 40	.....	Aug. 14, '84	19.2 m. from Oct. 29, 1883. Weighed from Aug. 14, 1884.
.....			1,438 96	.....	.....	.....	July 2, '83	New. Weighed from Apr. 16, 1884.
.....			564 38	.....	.....	.....	July 2, '83	New. Weighed from Apr. 16, 1884.
.....	38 48	.....	787 45	.....	274 74	.....	May 1, '83	11.28 from Mar. 17, 1884. Weighed from May 5, 1884.
.....			458 28	.....	.....	.....	June 1, '81	New. Weighed from Mar. 19, 1884.
.....	34 20	.....	1,387 23	.....	862 86	.....	Aug. 14, '84	7.22 m. from Feb. 1, 1884, extension. Weighed from Aug. 14, 1884.
.....			351 83	.....	.....	.....	Apr. 23, '83	New. Weighed from Apr. 16, 1884.
.....			900 31	.....	.....	.....	July 2, '83	New. Weighed from Sept. 4, 1883.
.....			231 70	.....	.....	.....	July 2, '83	New. Weighed from Sept. 4, 1883.
.....			196 22	.....	.....	.....	May 16, '83	New. Weighed from June 11, 1883.
.....			1,462 47	.....	.....	.....	Dec. 10, '83	New. 3.4 m. from Feb. 1, 1883. Weighed from Apr. 16, 1884. 14.03 m. from Dec. 10, 1883.
.....			505 73	.....	.....	.....	Feb. 20, '84	New. Weighed from Apr. 16, 1884.
.....			1,784 81	.....	.....	.....	Nov. 1, '83	New. Weighed from Mar. 19, 1884.
.....			358 67	.....	.....	.....	Dec. 20, '83	New. Weighed from Mar. 19, 1884.
.....			1,444 95	.....	.....	.....	Dec. 15, '83	New. Weighed from Apr. 16, 1884.
.....	42.75	.....	713 92	.....	705 80	.....	July 1, '84	.19 m. increase. Weighed from May 10, 1884.
.....			514 28	.....	.....	.....	Oct. 15, '83	16.08 m. from Mar. 12, 1883; 12.03 m. from Oct. 15, 1883. Weighed from Apr. 16, 1884. New.
.....			560 45	.....	.....	.....	Dec. 1, '83	3.78 m. from Dec. 1, 1883; 9.33 m. from Jan. 1, 1884. Weighed from Apr. 16, 1884. New.
.....			247 95	.....	.....	.....	Mar. 15, '83	New. Weighed from Dec. 17, 1883.
.....			125 68	.....	.....	.....	Aug. 1, '83	New. Weighed from March 19, 1883.
.....			312 50	.....	.....	.....	June 13, '83	New. Weighed from Sept. 4, 1883.
.....			2,039 17	.....	.....	.....	July 1, '83	From June 15, 1882, 22.59 m.; from Dec. 1, 1882, 25 m. ext.; from Jan. 1, 1883, 22.59 m.; from Apr. 10, 1883, 47.67 m. New. .03 m. increase. Weighed from July 25, 1883.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dollars.</i>
342	Ohio ..	21093	New Galilee, East Carmel.	New York, Pittsburgh and Chicago Rwy.	15.35	73 25		no apt	6	42.75
343	Mass..	3075	Bellingham, Franklin.	Millford, Franklin and Providence R. R.	5.37	71 20		in b. c	21	42.75
344	Ind ...	22028	Fair Oaks, Attica.	Chicago and Great Southern Rwy.	56.34	70 20		no apt	6	42.75
345	Ky....	20010	Elizabethtown, Cecilian.	Chesapeake, Ohio and Southwestern R. R.	6.37	68 18		no apt	12	42.75
346	Me ...	23	Monson Junction (n. o.), Monson.	Monson R. R....	6.16	67 12		in b. c	12	42.75
347	Pa	8152	Branchton Junct. (n. o.), Hilliards.	Shenango and Alleghany R. R.	10.41	66 11		apt. 14 by 6.8....		42.75
348	Wis...	25056	Dexterville Junct., Vesper	Wisconsin, Pittsville and Superior R. R.	20.29	65 10		no apt	6	42.75
349	Minn ..	26051	Rush City, Grantsburgh.	St. Paul and Duluth R. R.	17.34	62 18		no apt	6	42.75
350	Wis...	25053	Red Cedar Junct. (n. o.), Menomonee.	Chicago, Milwaukee and St. Paul Rwy.	16.46	62 11		no apt	6	42.75
351	Mich...	24062	Milwaukee Junct. (n. o.), Detroit Junct.	Chicago, Detroit and Canada Grand Trunk Junc. R. R.	4.53	58 12.75		no apt	3	42.75
352	N. J....	7060	Sea Isle Junct., Sea Isle City.	West Jersey R. R.	4.97	53 20		no apt	12	42.75
353	Pa	8153	Sunbury, Lewisburgh.	Philadelphia and Reading R. R.	9.84	52 23		in b. c	6	42.75
354	Ga	15045	Gainesville, Jefferson.	Gainesville, Jefferson and Southern R. R.	22.70	52 13		in b. c	6	42.75
355	Fla ...	16017	Micanopy Junct. (n. o.), Micanopy.	Florida Southern Rwy.	4.11	48 20		no apt		42.75
356	Ga	15045	Emory, Jefferson.	Gainesville, Jefferson and Southern R. R.	13.51	48 13		no apt	6	42.75
357	Tenn..	19023	Lyles, Warner.	Warner Iron Co	1.50	44 10		no apt	6	42.75
358	Ala ...	17027	Montgomery, Ada.	Montgomery Southern Rwy.	21.01	43 13		in b. c	6	42.75
359	N. J....	7059	Delaware Station, Columbia Junction (n. o.).	New York, Susquehanna and Western R. R.	3.16	43 25		no apt	6	42.75
360	Ill	23031	Belleville, O'Fallon Depot.	Louisville and Nashville R. R.	7.34	41 13		no apt	6	42.75
361	W. Ter	43010	Bolles Junction, Riparia.	Oregon Rwy. and Navigation Co.	31.10	41 7		no apt	7	42.75
362	Ill	23060	Greenfield, Kampsville.	Litchfield Carrollton and Western R. R.	22.70	38 15		no apt	11	42.75
363	Minn ..	26049	St. Cloud, Hinckley.	St. Paul, Minneapolis and Manitoba Rwy.	68.04	37 13		no clerk	6	42.75
364	Pa	8151	Youngswood Station (n. o.), United.	Penna. R. R....	8.84	31 8		in b. c	6	42.75
365	Utah..	41009	Colton, Scofield.	Denver and Rio Grande Rwy.	17.30	28 12		no apt	6	42.75
66	Wis...	25045	Monica, Rhineland.	Milwaukee, Lake Shore and Western Rwy.	14.76	24 25		no apt	6	42.75

States and Territories in which the contract term expired June 30, 1884, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
.....			656 21	.....	.....	.....	Aug. 16, '83	New. Weighed from Mar. 19, 1884.
.....			229 56	.....	.....	.....	Aug. 20, '83	New. Weighed from Nov. 15, 1883.
.....			2,408 53	.....	.....	.....	Mar. 17, '84	New. Weighed from Mar. 19, 1884.
.....	81. 23	.....	272 31	.....	517 43	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....			263 34	.....	.....	.....	Nov. 5, '83	Weighed from May 1, 1884.
.....	45. 32	.....	445 02	.....	471 78	.....	May 1, '84	Weighed from May 1, 1884.
.....			867 39	.....	.....	.....	Mar. 15, '84	From Feb. 25, 1884, 20.93 m.; from Mar. 15, 1884, 20.29 m. Weighed from Mar. 15, 1884. Deduct for .64 m. from Mar. 15, 1884.
.....			741 28	.....	.....	.....	Feb. 1, '84	New. Weighed from Mar. 19, 1884.
.....			703 66	.....	.....	.....	July 1, '84	Weighed from Apr. 19, 1884.
.....	62. 42	.....	193 65	.....	282 76	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....			212 46	.....	.....	.....	Mar. 3, '84	New. Weighed from Aug. 14, 1884.
.....			420 66	.....	.....	.....	Feb. 14, '84	New. Weighed from May 1884.
.....			970 42	.....	.....	.....	Apr. 3, '84	Pay to be fixed from July 2, 1883, to Apr., 30, 1884. New. Route restated from May 1, 1884.
.....			175 70	.....	.....	.....	Mar. 11, '84	New. Weighed from Mar. 19, 1884.
.....			577 55	.....	.....	.....	July 1, '84	Weighed from June 4, 1884.
.....			64 12	.....	.....	.....	Feb. 1, '83	New. Weighed from Mar. 19, 1884.
.....			898 17	.....	.....	.....	Mar. 15, '83	New. Weighed from Oct. 1, 1883.
.....			135 09	.....	.....	.....	Sept. 10, '83	New. Weighed from Nov. 5, 1883.
.....			313 78	.....	.....	.....	Aug. 1, '83	New. Weighed from Mar. 19, 1884.
.....			1,329 52	.....	.....	.....	May 10, '83	New. Weighed from Apr. 16, 1884.
.....			978 97	.....	.....	.....	May 1, '84	New. Weighed from June 4, 1884.
.....			2,908 71	.....	.....	.....	July 2, '83	New. Weighed from Apr. 2, 1883.
.....			377 91	.....	.....	.....	Sept. 3, '83	New. Weighed from Nov. 5, 1883.
.....			739 57	.....	.....	.....	Aug. 10, '83	New. Weighed from Apr. 16, 1884.
.....			630 99	.....	.....	.....	Feb. 5, '84	New. Weighed from Apr. 16, 1884.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i> in b. c		<i>Dollars.</i>
367	W. Va.	12009	Sharon, Elkins.	West Virginia, Central and Pittsburgh Rwy.	21.63	21	11		6	42.75
368	Cal....	46042	Mojave, Needles	Southern Pacific R. R.	240.46	237	23	apt. 1 line	7	36.25
369	Wis...	25032	Ashland Junction (n. o.), Ashland.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	4.64	68	20	no apt	12	34.20
370	Fla....	16013	Tallahassee, St. Marks.	Florida Central and Western R. R.	21.89	15	20	in b. c	3	29.93
371	Minn..	26050	Crookston, St. Hilaire.	St. Paul, Minn. and Manitoba Rwy.	28.73	29	14	no apt	3	29.92
372	N. Y ..	6125	Hopewell Junction, Hicopee Junction (n. o.).	New York and New England R. R.	11.19	20	28	6.6 by 8.10, 1 line.	6	.15
Total										
Increase over former amount of pay by readjustment.										

States and Territories in which the contract term expired June 30, 1884, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
.....			605 34	.....	.....	.....	Aug 1, '83	New. 7.47 m. from July 2, 1883; 14.16 m. from Aug. 1, 1884. Weighed from Apr. 16, 1884.
.....			5,792 75	.....	.....	.....	Oct. 15, '83	80.66 m. from May 10, 1883. Weighed from Apr. 16, 1884; 159.80 m. from Oct. 15, 1883.
.....			158 68	.....	.....	.....	Nov. 20, '83	New. Weighed from Apr. 16, 1884.
.....	29.92	.....	655 16	.....	654 94	.....	July 1, '84	Weighed from Mar. 19, 1884.
.....			859 60	.....	.....	.....	Sept. 15, '83	New. Weighed from Mar. 19, 1884.
.....			167 85	.....	.....	.....	May 1, '83	Lap service. Weighed from Mar. 26, 1884.
.....			6,334,802 89	.....	5,075,546 65	.....		
.....			5,075,546 65	.....				
.....			1,259,256 24	.....				

Index to Table H.

Title.	Order.	No. of route.	Title.	Order.	No. of route.
Alabama and Great Southern R. R.	72	17015	Chicago, Milwaukee and Saint Paul Railway	90	27028
Asheville and Spartanburgh R. R.	287	14011	Do	141	27034
Atlantic and Pacific R. R.	214	39003	Do	159	35008
Augusta and Knoxville R. R.	282	15037	Do	179	35017
Baltimore and Ohio R. R.	39	21010	Do	224	24032
Do	50	21074	Do	318	25055
Do	95	12001	Do	350	24062
Do	109	12001	Chicago, Rock Island and Pacific R. R.	29	23015
Do	118	21010	Do	67	27014
Do	236	21038	Chicago, St. Louis and Pittsburgh R. R.	116	22009
Do	251a	8140	Chicago, Saint Paul, Minneapolis and Omaha Railway	99	25030
Bellaire, Zanesville and Cincinnati Railway	273	21063	Do	230	25028
Boston, Concord and Montreal R. R.	327	1022	Do	247	25048
Brunswick and Western R. R.	280	15023	Do	324	34022
Buffalo, New York and Philadelphia R. R.	140	6061	Do	369	25032
Burlington and Missouri River R. R. (in Nebraska)	56	34002	Cincinnati and Eastern Railway	199	21052
Burlington and Western Railway	341	27082	Cincinnati and Portsmouth R. R.	193	21060
Casseltown Branch R. R.	209	35006	Cincinnati, Hamilton and Dayton R. R.	46	21026
Central Iowa Railway	321	27091	Cincinnati, Hamilton and Indianapolis R. R.	135	21024
Central Ohio R. R.	131	21001	Cincinnati, Indianapolis, Saint Louis and Chicago R. R.	20	22005
Central Pacific R. R.	23	46001	Do	25	22003
Do	63	46003	Do	227	22045
Central R. R. and Banking Company	48	15012	Cincinnati, New Orleans and Texas Pacific Railway	51a	20020
Do	78	15010	Cincinnati Northern Railway	163	21078
Do	181	15005	Cincinnati, Richmond and Chicago R. R.	94	21025
Chagrin Falls and Southern R. R.	285	21079	Cincinnati, Selma and Mobile Railway	234	17016
Charleston and Savannah Railway	37	14004	Cincinnati, Wabash and Michigan Railway	190	22022
Chattaroi Railway	267	20027	Cincinnati, Washington and Baltimore R. R.	19	21028
Cheraw and Darlington R. R.	243	14006	Do	157	21049
Cheraw and Salisbury R. R.	251	14014	Do	201	21017
Chesapeake and Ohio Railway	110a	20016	Do	235	21018
Do	130a	20016	Cleveland and Marietta R. R.	164	21041
Chesapeake, Ohio and Southwestern R. R.	130b	20009	Cleveland, Columbus, Cincinnati and Indianapolis Railway	27	21042
Do	345	20010	Do	45	21026
Chester and Lenoir Narrow Gauge R. R.	244	14007	Do	80	21013
Chicago and Atlantic R. R.	221	21090	Cleveland, Lorain and Wheeling R. R.	147	21041
Chicago and Eastern Illinois R. R.	108	22024	Columbia and Greenville R. R.	152	14001
Chicago and Grand Trunk Railway	148	24039	Do	213	14006
Chicago and Great Southern Railway	344	22028	Do	264	14008
Chicago and Northwestern Railway	31	23003	Columbus and Maysville R. R.	278	21066
Do	32	23001	Columbus and Western Railway	145	17007
Do	42	25009	Do	286	17016
Do	43	25014	Columbus, Hocking Valley and Toledo Railway	119	21036
Do	73	25011	Do	133	21074
Do	98	24031	Do	150	21053
Do	132	27070	Do	252	21084
Do	233	27089	Conotton Valley Railway	218	21009
Do	270	23056	Do	254	21092
Do	326	25034	Dayton and Michigan R. R.	54	21023
Do	330	35014	Dayton and Union R. R.	222	21022
Chicago and West Michigan Railway	86	24021	Denver and Rio Grande Railway	111	38012
Do	146	24022	Do	293	38030
Do	196	24026	Do	365	41009
Do	207	24052	Detroit, Bay City and Alpena R. R.	177	24057
Do	230	25028	Detroit, Lansing and Northern R. R.	79	24017
Do	246	24023	Do	137	24016
Chicago, Burlington and Kansas City Railway	122	27008	Do	240	24041
Chicago, Burlington and Quincy R. R.	6	23007	Detroit, Grand Haven and Milwaukee Railway	58	24027
Do	17	27005	Denver, South Park and Pacific R. R.	220	38014
Do	51	27073	East and West R. R. of Alabama	322	17028
Do	70	27933	East Tennessee, Virginia and Georgia R. R.	41a	19004
Do	71	23005	Do	102	17010
Chicago, Detroit and Canada Grand Junction R. R.	69	24028	Do	142a	19009
Do	351	24062	Do	145	19008
Chicago, Iowa and Dakota Railway	338	27088	Do	160	17009
Chicago, Milwaukee and Saint Paul Railway	8	23005	Do	168	15013
Do	13	25002			
Do	16	26013			
Do	38	33054			

Index to Table H—Continued.

Title.	Order.	No. of route.	Title.	Order.	No.
Eureka Springs Railway	219	29013	Lake Shore and Michigan Southern Railway	170	24029
Evansville and Terre Haute R. R.	68	22012	Do	178	21062
Fall Brooks Coal Co	109a	8150	Do	187	24005
Do	320	8139	Do	237	24024
Fernandina and Jacksonville R. R.	313	15034	Do	276	24036
Florida Central and Western R. R.	176	16006	Do	362	23060
Do	370	16003	Litchfield, Carrollton and Western R. R.	22a	20004
Do	205	16002	Louisville and Nashville R. R.	25a	20005
Florida Southern Railway	241	16012	Do	25b	20017
Do	355	16017	Do	35a	20015
Florida Transit R. R.	142	16011	Do	56b	19006
Do	172	16001	Do	109a	20007
Flint and Pere Marquette R. R.	65	24015	Do	113a	20003
Do	110	24048	Do	118a	20025
Do	136	24045	Do	216a	20012
Do	258	24049	Do	237a	20011
Fort Wayne, Cincinnati and Louisville R. R.	262	22042	Do	268a	20024
Fremont, Elkhorn and Missouri Valley R. R.	121	34010	Do	325	20031
Gainesville, Jefferson and Southern R. R.	324	15034	Do	360	23031
Do	354	15045	Louisville, Evansville and Saint Louis Railway	160	22048
Do	356	15045	Do	184	22032
Geneva, Ithaca and Sayre R. R.	328	6128	Do	239	22023
Georgetown and Lanes R. R.	209	14020	Do	260	22034
Georgia Pacific Railway	212	15042	Louisville, New Albany and Chicago Railway	130	22008
Georgia R. R.	62	15004	Louisville, New Albany and Corydon Railway	323	22035
Do	156	15021	Maryland Central R. R.	259	10024
Do	215	15007	Marietta and North Georgia R. R.	292	15030
Grafton and Greenbrier R. R.	315	12012	Marquette, Houghton and Ontonagon R. R.	208	24040
Grand Rapids and Indiana R. R.	85	24018	Memphis and Charleston R. R.	75	17005
Do	171	22021	Michigan and Ohio R. R.	296	24019
Grand Trunk Railway	329	6126	Michigan Central R. R.	26	24006
Greely, Salt Lake and Pacific Railway ..	337	38029	Do	47	24035
Gulf, Colorado and Santa Fé Railway ..	153	31027	Do	82	24010
Harrisburg and Potomac R. R.	325	8126	Do	83	24013
Houston, East and West Texas Railway	223	31023	Do	105	24009
Indiana, Bloomington and Western Railway	61	22018	Do	143	24008
Do	112	21033	Do	261	24014
Do	124	21012	Do	274	24007
Do	185	24055	Michigan Midland and Canada R. R.	263	24037
Indiana, Illinois and Iowa R. R.	204	23082	Milford, Franklin and Providence R. R.	343	3075
Indianapolis and Saint Louis Railway ..	103	22025	Milwaukee and Northern and Wisconsin and Michigan R. R.	101	25016
Do	115	22043	Do	114	25016
Illinois Central R. R.	53	18001	Milwaukee, Lake Shore and Western Railway	265	25050
Do	308	18017	Do	366	25045
Jacksonville, Saint Augustine and Halifax River Railway	202	16016	Mississippi and Tennessee R. R.	144	18002
Jacksonville Southern Railway	249	23046	Missouri Pacific Railway	190a	33040
Jacksonville, Tampa and Key West Railway	92	16018	Mobile and Girard R. R.	211	17008
Junction City and Kearney R. R.	167a	33015	Mobile and Ohio R. R.	139	18004
Kentucky Central R. R.	67a	20002	Do	231	18014
Do	154a	20015	Do	271	18056
Do	187a	20032	Do	284	18007
Do	255a	20030	Monson R. R.	346	23
Kansas, Gulf and Short Line R. R.	336	31044	Mound City R. R.	339	33028
Kansas City, Springfield and Memphis R. R.	162	28017	Nashville, Chattanooga and Saint Louis Railway	51b	19004
Kansas City and Southern Railway	319	28055	Do	103a	19007
Laurens Railway	294	14012	Do	206a	19001
Lake Erie and Western Railway	186	21020	Do	254a	19003
Lake Shore and Michigan Southern Railway	1	6052	Do	269	19020
Do	2	6052	Natchez, Jackson and Columbus R. R.	107	18010
Do	3	6052	Nebraska and Colorado R. R.	306	34023
Do	4	6052	Do	331	34024
Do	7	6052	New York and New England R. R.	372	6125
Do	12	6052	New York, Chicago and Saint Louis Railway	175	21089
Do	14	21007	New York, Pennsylvania and Ohio R. R.	55	21015
Do	16	21045	Do	81	21034
Do	52	24001	Do	248	21037
Do	117	24003	Do	342	21093
Do	167	24002			

Index to Table H—Continued.

Title.	Order.	No. of route.	Title.	Order.	No. of route.
New York, Susquehanna and Western R. R.	311	7058	Saint Paul, Minneapolis and Manitoba Railway	44	26040
Do	359	7059	Do	59	25005
New York, Texas and Mexican Railway	180	31036	Do	64	26005
New Orleans and North Eastern R. R.	174	18016	Do	57	26004
Do	317	18016	Do	88	26006
Northeastern R. R.	34	14005	Do	173	26039
Northeastern R. R. of Ga.	307	15043	Do	200	35003
Northern Pacific R. R.	106	26001	Do	363	26049
Ohio and Mississippi Railway	24	22010	Do	371	26050
Do	57	22019	Savannah, Florida and Western Railway	36	15009
Ohio Central R. R.	189	21068	Do	123	15018
Ohio Southern R. R.	266	21058	Do	126	15044
Omaha and Republican Valley R. R.	257	34015	Do	138	15031
Omaha and Southwestern R. R.	66	34004	Do	298	15036
Oregon and California R. R.	70	44001	Savannah, Griffin and North Alabama R. R.	295	15022
Do	91	44001	Scioto Valley Railway	84	21051
Oregon Railway and Navigation Company	41	44005	Shenango and Alleghany R. R.	233a	8051
Do	77	44005	Do	347	8152
Do	361	43010	Ship Island, Ripley and Kentucky R. R.	291	18008
Owensboro' and Nashville R. R.	200a	20014	Silver City, Deming and Pacific R. R.	250	39006
Do	266	21055	South and North Alabama R. R.	96	14004
Painesville and Youngstown R. R.	277	21046	South Carolina Railway	104	14003
Paw Paw, Toledo and South Haven R. R.	314	24063	Do	151	14017
Pensacola and Atlantic R. R.	169	16015	Do	353	14018
Pennsylvania Company	18	21002	Southern Pacific R. R.	368	46042
Do	33	21006	South Florida R. R.	206	16007
Do	49	21003	Southwestern R. R.	125	15016
Do	63	22007	Do	183	15011
Do	149	22016	Do	188	15039
Do	165	22001	Do	272a	20021
Do	197	21008	Stamford and New Canaan R. R.	301	5002
Do	210	21043	Stony Cove and Catskill Mountain R. R.	255	6118
Do	288	21044	Terre Haute and Indianapolis R. R.	10	22002
Do	297	21035	Do	11	22044
Do	323	8048	Terre Haute and Southeastern R. R.	289	22030
Do	364	8151	Toledo, Ann Arbor and Grand Trunk Railway	232	24020
Philadelphia and Reading R. R.	353	8153	Toledo, Cincinnati and Saint Louis R. R.	198	21061
Pittsburgh and Lake Erie R. R.	56a	8123	Do	268	21065
Pittsburgh and Western R. R.	195a	8086	Do	305	21054
Pittsburgh, Cincinnati and Saint Louis Railway	5	21032	Toledo and Indianapolis Railway	304	21091
Do	21	21014	Traverse City R. R.	195	24034
Do	97	22014	Union Pacific Railway	74	41003
Do	113	21011	Valley Railway	161	21073
Do	117a	8055	Vicksburgh and Meridian R. R.	100	18003
Do	154	21029	Wabash, Saint Louis and Pacific Railway	28	21019
Do	158	12005	Do	134	22004
Do	191	22017	Do	155	28012
Do	279	21027	Do	192	22027
Pontiac, Oxford and Port Austin R. R.	275	24064	Do	217	23029
Port Huron and Northwestern Railway	182	24042	Do	256	23083
Do	272	24025	Warner Iron Company	357	19023
Do	283	24060	Western and Atlantic R. R.	35	15002
Do	302	24061	West Jersey R. R.	340	7020
Portland and Ogdensburgh R. R.	120	10	Do	351	7060
Port Royal and Augusta R. R.	229	14010	Weston and Buckannon R. R.	299	12011
Richmond and Danville R. R.	30	15001	West Virginia Central and Pittsburgh Railway	367	12009
Republican Valley R. R.	245	34019	Wheeling and Lake Erie R. R.	203	21080
Rochester and Pittsburgh R. R.	242	6127	White Water R. R.	216	21031
Do	253	6130	Wilmington, Columbia and Augusta R. R.	40	14002
Rome R. R.	238	15008	Wisconsin Central R. R.	93	25017
Saginaw Valley and Saint Louis R. R.	194	24034	Do	127	25017
Saint Joe and Desloge Railway	322	28043	Do	128	21030
Saint John's and Lake Eustis Railway	267	16008	Do	129	28036
Saint Joseph's Valley R. R.	310	24050	Wisconsin, Iowa and Nebraska Railway	300	27056
Saint Louis and San Francisco Railway	281	28053	Wisconsin, Pittsville and Superior Railroad	348	25056
Saint Louis, Fort Scott and Wichita R. R.	242a	33036	York and Peach Bottom Railway	256a	8092
Saint Louis, Iron Mountain and Southern Railway	316	28035			
Saint Paul and Duluth R. R.	349	26051			

I.—Table showing the rate of pay per annum for the use of railway post-office cars for the fiscal years ending June 30, 1883, and June 30, 1884, and the increase or decrease of 1884 as compared with 1883, and the reasons therefor.

Number of route.	State.	Termini.	Corporate title of company.	June 30, 1883.			June 30, 1884.			Increase per annum of 1884 over 1883.	Decrease per annum of 1884 over 1883.
				Length of route.	Pay per annum.	Pay per mile.	Length of route.	num.	Pay per mile.		
				Miles.	Dollars.	Dollars.	Miles.	Dollars.	Dollars.	Dollars.	Dollars.
5	Me	Portland and Skowhegan.....	Maine Central R. R.....	102.56	1,601 98	15 62	102.56	1,601 98	15 62	.....	.....
6	Me	Portland and Bangor.....	do.....	137.72	13,772 00	100 00	137.72	13,772 00	100 00	.....	.....
12	Me	Bangor and Vanceborough.....	do.....	114.02	4,275 75	37 50	114.02	4,275 75	37 50	.....	.....
1001	N. H.	Concord and Nashua.....	Concord R. R. Corporation.....	36.28	1,451 20	40 00	36.28	1,451 20	40 00	.....	.....
1005	N. H.	Concord and Wells River.....	Boston, Concord and Montreal R. R.....	94.01	880 87	9 37	94.01	880 87	9 37	.....	.....
1008	N. H.	Concord and White River Junction.	Northern R. R.....	69.64	2,828 77	40 62	69.64	2,828 77	40 62	.....	.....
2001	Vt.	Burlington and Rouse's Point..	Central Vermont R. R.....	57.10	.....	.....	57.10	.....	.....	.....	.....
Part.	Vt.	Essex Junction and Saint Albans.	do.....	24.50	1,570 15	50 00	24.50	1,570 15	50 00	.....	.....
Part.	Vt.	Burlington and Saint Albans.....	do.....	32.50	.....	10 62	32.50	.....	10 62	.....	.....
2002	Vt.	Windsor and Essex Junction.....	do.....	110.13	.....	.....	110.13	.....	.....	.....	.....
Part.	Vt.	White River Junction and Essex Junction.	do.....	96.00	.....	50 00	96.00	.....	50 00	.....	.....
Part.	Vt.	Windsor and White River Junction.	do.....	14.13	4,976 62	12 50	14.13	4,976 62	12 50	.....	.....
2003	Vt.	Bellows Falls and Burlington.....	do.....	120.39	.....	.....	120.39	.....	.....	.....	.....
Part.	Vt.	Rutland and Burlington.....	do.....	67.20	713 66	10 62	67.20	713 66	10 62	.....	.....
2004	Vt.	Bellows Falls and Windsor.....	Sullivan County R. R.....	26.32	329 00	12 50	26.32	329 00	12 50	.....	.....
2005	Vt.	Brattleborough and Bellows Falls.	Vermont Valley R. R. Co. of 1871.	24.02	300 25	12 50	24.02	300 25	12 50	.....	.....
2010	Vt.	White River Junction and Derby Line.	Connecticut and Passumpsic Rivers and Massawippi Valley R. R.	115.02	.....	.....	115.02	.....	.....	.....	.....
Part.	Vt.	White River Junction and Newport.	do.....	105.30	1,926 23	12 50	105.30	1,926 23	12 50	.....	.....
Part.	Vt.	Wells River and Newport.....	do.....	65.10	.....	9 37	65.10	.....	9 37	.....	.....
2015	Vt.	Rutland and Bennington.....	Bennington and Rutland R. R.	57.60	.....	.....	57.60	.....	.....	.....	.....
Part.	Vt.	Rutland and North Bennington.	do.....	52.50	557 55	10 62	52.50	557 55	10 62	.....	.....
2018	Vt.	North Bennington and State Line (n. o.).	do.....	1.99	.....	.....	1.99	.....	.....	.....	.....
Part.	Vt.	North Bennington Station (n. o.) and State Line (n. o.).	do.....	1.85	19 64	10 62	1.85	19 64	10 62	.....	.....

I.—Table showing the rate of pay per annum for the use of railway post-office cars for the fiscal years ending June 30, 1883, and June 30, 1884, &c.—Continued.

Number of route.	State.	Termini.	Corporate title of company.	June 30, 1883.			June 30, 1884.			Increase per annum of 1884 over 1883.	Decrease per annum of 1884 over 1883.
				Length of route.	Pay per annum.	Pay per mile.	Length of route.	Pay per annum.	Pay per mile.		
3001	Mass.	Boston and Portland.....	Eastern R. R.....	Miles. 109.08	Dollars. 10,908 00	Dollars. 100 00	Miles. 109.08	Dollars. 10,908 00	Dollars. 100 00	Dollars.	Dollars.
3011	Mass.	do.....	Boston and Maine R. R.....	116.33	31 25	31 25	116.33	31 25	31 25	.....	.....
Part.	Mass.	Boston and Wakefield Junction (n. o.).	do.....	9.50	10 00	10 00	9.50	3,730 31	41 25	.....	.....
Part.	Mass.	Wakefield Junction (n. o.) and Portland.	do.....	.....	3,730 31	.....	106.83	31 25	31 25	.....	.....
3014	Mass.	Wakefield Junction (n. o.) and Newburyport.	do.....	30.80	308 00	10 00	30.80	308 00	10 00	.....	.....
3016	Mass.	Boston and Lowell.....	Boston and Lowell R. R. Corporation.	26.02	1,301 00	50 00	26.02	1,301 00	50 00	.....	.....
3021	Mass.	Boston and Greenfield.....	Fitchburgh R. R.....	105.71	1,982 06	18 75	105.71	1,982 06	18 75	.....	.....
3022	Mass.	Greenfield and North Adams.....	do.....	37.12	696 00	18 75	37.12	696 00	18 75	.....	.....
3025	Mass.	Boston and Albany.....	Boston and Albany R. R.....	202.06	.....	.....	202.06	.....	.....	.....	.....
Part.	Mass.	Boston and Springfield.....	do.....	98.63	25,228 07	185 00	98.63	25,228 07	185 00	.....	.....
Part.	Mass.	Springfield and Albany.....	do.....	103.43	67 50	67 50	103.43	67 50	67 50	.....	.....
3029	Mass.	Pittsfield and North Adams.....	do.....	21.18	211 80	10 00	21.18	211 80	10 00	.....	.....
3035	Mass.	Boston and Providence.....	Boston and Providence R. R.....	44.19	3,402 63	77 00	44.19	3,402 63	77 00	.....	.....
3038	Mass.	Boston and South Braintree.....	Old Colony R. R.....	11.36	142 00	12 50	11.36	142 00	12 50	.....	.....
3039	Mass.	South Braintree Junction (n. o.) and Newport.	do.....	61.25	288 62	12.50	61.25	288 62	12 50	.....	.....
Part.	Mass.	South Braintree Junction (n. o.) and Middleborough.	do.....	23.09	1,078 75	12 50	23.09	1,078 75	12 50	.....	.....
3041	Mass.	Middleborough and Provincetown.	do.....	86.30	12 50	12 50	86.30	12 50	12 50	.....	.....
3062	Mass.	Miller's Falls and Brattleborough.	Central Vermont R. R.....	21.39	128 50	12 50	21.39	128 50	12 50	.....	.....
Part.	Mass.	South Vernon Junction (n. o.) and Brattleborough.	do.....	10.28	661 75	12 50	10.28	661 75	12 50	.....	.....
3067	Mass.	Springfield and South Vernon Junction (n. o.).	Connecticut River R. R.....	52.94	738 50	12 50	52.94	738 50	12 50	.....	.....
3073	Mass.	Lowell and Nashua.....	Boston and Lowell R. R. Corporation.	14.77	50 00	50 00	14.77	50 00	50 00	.....	.....
4002	R. I....	Providence and Groton.....	New York, Providence and Boston R. R.	62.10	3,105 00	50 00	62.10	3,105 00	50 00	.....	.....

	Conn.	New Haven and New London ..	New York, New Haven and Hartford R. R.	51.71	3,878 25	75 00	51.71	3,878 25	75 00	
5004	Conn.	New York and Springfield ..	do	135.59			135.59			
5005	Part.	New York and New Haven ..	do	73.23			73.23			
Part.	Conn.	New Haven and Springfield ..	do	62.36			62.36			
5015	Conn.	Hartford and Saybrook Point <i>a</i> .	Hartford and Connecticut Valley R. R.				46.08			288 00
6001	N. Y.	New York and Dunkirk ..	New York, Lake Erie and Western R. R.	459.55			459.55			
Part.	N. Y.	New York and Hornellsville ..	do	332.00			332.00			
Part.	N. Y.	Hornellsville and Dunkirk ..	do	127.55			127.55			
6011	N. Y.	New York and Buffalo ..	New York Central and Hudson River R. R.	442.00			442.00			
Part.	N. Y.	New York and Syracuse <i>b</i> ..	do	289.50			289.50			
Part.	N. Y.	Syracuse and Buffalo ..	do	152.50			152.50			
6013	N. Y.	Syracuse and Rochester ..	do	104.00			104.00			
6052	N. Y.	Buffalo and Chicago ..	Lake Shore and Michigan Southern Rwy.	540.28			540.00			
Part.	N. Y.	Buffalo and Cleveland ..	do	183.76			183.20			
Part.	N. Y.	Cleveland and Elyria <i>c</i> ..	do	25.50			25.50			
Part.	N. Y.	Elyria and Millbury ..	do	79.30			79.30			
Part.	N. Y.	Millbury and Toledo ..	do	8.00			8.00			
Part.	N. Y.	Toledo and Elkhart ..	do	142.70			142.70			
Part.	N. Y.	Elkhart and Chicago ..	do	101.02			101.30			
6067	N. Y.	Troy and North Adams ..	Troy and Boston R. R.	48.46			48.46			
6116	N. Y.	North Hoosac Junction (n. o.) and State Line (n. o.).	do	5.50			5.50			
7004	N. J.	New York and Philadelphia <i>d</i> ..	Pennsylvania R. R.	89.54			89.54			
8001	Pa.	Philadelphia and Pittsburgh <i>d</i> ..	do	353.00			353.00			
8013	Pa.	Pottsville and Herndon ..	Philadelphia and Reading R. R.	81.03			81.03			
Part.	Pa.	Pottsville and Shamokin ..	do	60.00			60.00			
8022	Pa.	Sunbury and Erie ..	Pennsylvania R. R.	288.49			288.49			
Part.	Pa.	Sunbury and Williamsport ..	do	39.81			39.81			
10001	Md.	Baltimore and Philadelphia ..	Philadelphia, Wilmington and Baltimore R. R.	96.00			96.00			
10002	Md.	Baltimore and Sunbury ..	Northern Central Rwy.	137.80			137.80			
10003	Md.	Baltimore and Wheeling ..	Baltimore and Ohio R. R.	394.30			394.30			
Part.	Md.	Baltimore and Grafton ..	do	293.75			293.75			
Part.	Md.	Grafton and Bellaire ..	do	96.36			96.36			
10006	Md.	Baltimore and Williamsport ..	Western Maryland R. R.	93.20			93.20			
Part.	Md.	Baltimore and Hagerstown ..	do	86.60			86.60			
10013	Md.	Bay View (n. o.) and Washington.	Baltimore and Potomac R. R.	45.20			45.20			
11001	Va.	Washington and Richmond ..	Richmond, Fredericksburgh and Potomac R. R.	116.00			116.00			
11002	Va.	Alexandria and Lynchburgh ..	Virginia Midland Rwy ..	167.71			167.71			
11006	Va.	Richmond and Danville ..	do	140.60			140.60			
		Danville and Charlotte ..	Richmond and Danville R. R.	141.74			141.74			

a Established July 2, 1883.*b* 60 feet R. P. O. substituted for a line of 50-foot R. P.

O., October 3, 1883.

c Additional line of 50 feet R. P. O. established October 4, 1883, and changes in running of the R. P. O. between Elyria and Millbury.*d* Additional line of 60 feet R. P. O. established September 1, 1883.

I.—Table showing the rate of pay per annum for the use of railway post-office cars for the fiscal years ending June 30, 1883, and June 30, 1884, &c.—Continued.

Number of route.	State.	Termini.	Corporate title of company.	June 30, 1883.			June 30, 1884.			Increase per annum of 1884 over 1883.	Decrease per annum of 1884 over 1883.
				Length of route.	Pay per annum.	Pay per mile.	Length of route.	Pay per annum.	Pay per mile.		
11008	Va....	Richmond and Petersburg....	Richmond and Petersburg R. R.	Miles. 23.39	Dollars. 1,871 20	Dollars. 80 00	Miles. 23.39	Dollars. 1,871 20	Dollars. 80 00	Dollars.	Dollars.
11009	Va....	Petersburgh and Weldon.....	Petersburgh R. R.	65.31	5,224 80	80 00	65.31	5,224 80	80 00		
11013	Va....	{ Lynchburgh and Roanoke.....	{ Norfolk and Western R. R.	{ 53.36	{ 8,942 00	{ 25 00	{ 53.36	{ 8,942 00	{ 25 00		
11016	Va....	{ Roanoke and Bristol.....	{ Virginia Midland Rwy.....	{ 152.16	{ 5,307 20	{ 80 00	{ 152.16	{ 5,307 20	{ 80 00		
11018	Va....	Lynchburgh and Danville Junction (n. o.).	Alexandria and Washington R. R.	66.34	5,307 20	80 00	66.34	5,307 20	80 00		
11021	Va....	Washington and Alexandria....	Shenandoah Valley R. R.	7.00	175 00	25 00	7.00	175 00	25 00		
12002	W. Va.	Hagerstown and Roanoke.....	Baltimore and Ohio R. R.	236.41	5,910 25	25 00	a 239.89	5,997 25	25 00	87 00	
13002	N. C.	Grafton and Parkersburgh.....	Wilmington and Weldon R. R.	104.50	8,360 00	80 00	104.50	8,360 00	80 00		
14002	S. C.	Weldon and Wilmington.....	Wilmington, Columbia and Augusta R. R.	162.07	12,965 60	80 00	162.07	12,965 60	80 00		
14004	S. C.	Florence and Wilmington.....	Charleston and Savannah Rwy	110.00	8,800 00	80 00	110.00	8,800 00	80 00		
14005	S. C.	Charleston and Savannah b.....	Northeastern R. R.	115.00	5,750 00	50 00	115.00	7,475 00	65 00	1,725 00	
15001	Ga....	Charleston and Florence.....	Richmond and Danville R. R.	102.00	5,100 00	50 00	102.00	5,100 00	50 00		
15002	Ga....	Atlanta and Air Line Junction (n. o.).	Western and Atlantic R. R.	269.33	21,546 40	80 00	269.33	21,546 40	80 00		
15003	Ga....	Atlanta and Chattanooga.....	Atlanta and West Point R. R.	138.47	12,462 30	90 00	138.47	12,462 30	90 00		
15004	Ga....	Atlanta and West Point.....	Georgia R. R. and Banking Co.	86.60	4,330 00	50 00	86.60	4,330 00	50 00		
15009	Ga....	Augusta and Atlanta.....	Savannah, Florida and Western Rwy.	172.59	4,314 75	25 00	172.59	4,314 75	25 00		
17001	Ala....	Savannah and Jacksonville b....	Western R. R. Co. of Ala.....	172.75	8,637 50	50 00	172.75	11,228 75	65 00	2,591 25	
17012	Ala....	Montgomery and West Point....	Louisville and Nashville R. R.	88.00	4,400 00	50 00	c 86.21	4,210 50	50 00		89 50
17013	Ala....	Mobile and Montgomery.....	do.....	179.67	8,983 50	50 00	179.67	8,983 50	50 00		
18001d	Miss..	Mobile and New Orleans.....	Chicago, Saint Louis and New Orleans R. R.	141.70	7,085 00	50 00	141.70	7,085 00	50 00		
19002	Tenn..	{ Canton and Cairo.....	East Tennessee, Virginia and Georgia R. R.	{ 344.27	{ 8,606 75	{ 25 00	{ 344.27	{ 8,606 75	{ 25 00		
19004	Tenn..	{ New Orleans and Cairo.....	Nashville, Chattanooga and Saint Louis Rwy.	{ 242.10	{ 12,105 00	{ 50 00	{ 242.10	{ 12,105 00	{ 50 00	5,155 00	
20004	Ky....	Bristol and Chattanooga.....	Louisville and Nashville R. R.	151.00	1,887 50	12 50	151.00	1,887 50	12 50		
20005	Ky....	Nashville and Chattanooga....	do.....	110.00	6,522 00	60 00	110.00	6,522 00	60 00		
		Cincinnati and Louisville e.....	do.....	185.23	11,113 80	60 00	185.23	11,113 80	60 00		

20008	Ky	Bowling Green and Memphis	do ^a	263.20	7,896 00	30 00	263.20	7,896 00	30 00	.....
20017	Ky	Cincinnati Junction (n. o.) and Louisville and Nashville Junction (n. o.)	do	4.00	240 00	60 00	4.00	240 00	60 00	.....
21001	Ohio	Bellaire and Columbus	Central Ohio R. R.	106.03	4,241 20	40 00	106.03	4,241 20	40 00	.....
21002	Ohio	Pittsburgh and Chicago	Pennsylvania Co.	468.20	13,592 00	35 00	468.20	13,592 00	35 00	.....
21003	Ohio	Pittsburgh and Wellsville	do	48.20	1,205 00	25 00	48.20	1,205 00	25 00	.....
21006	Ohio	Cleveland and Wellsville	do	101.90	2,547 50	25 00	101.90	2,547 50	25 00	.....
21007	Ohio	Elyria and Millbury	Lake Shore and Michigan Southern Rwy.	74.86	15,743 80	210 31	74.86	10,877 90	145 31	4,865 90
21010	Ohio	Chicago and Newark	Baltimore and Ohio R. R.	88.88	3,555 20	40 00	88.88	3,555 20	40 00	.....
21014	Ohio	Columbus and Cincinnati	Pittsburgh, Cincinnati and Saint Louis Rwy.	120.16	12,016 00	100 00	120.16	12,016 00	100 00	.....
21015	Ohio	Columbus and Indianapolis	do	189.07	23,633 75	125 00	189.07	33,087 25	175 00	9,453 50
21016	Ohio	Galton and Indianapolis	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	203.96	5,099 00	25 00	203.96	5,099 00	25 00	.....
21019	Ohio	Toledo and Quincy	Wabash, Saint Louis and Pacific Rwy.	352.54	23,877 60	40 00	352.54	23,877 60	40 00	.....
21023	Ohio	Dayton and Toledo	Cincinnati, Hamilton and Dayton R. R.	122.00	1,786 87	80 00	122.00	1,786 87	80 00	.....
21026	Ohio	Cincinnati and Dayton	do	142.95	755 12	12 50	142.95	755 12	12 50	.....
21028	Ohio	Cincinnati and Parkersburg	Cincinnati, Washington and Baltimore R. R.	195.15	15,612 00	80 00	195.15	15,612 00	80 00	.....
21032	Ohio	Columbus and Pittsburgh	Pittsburgh, Cincinnati and Saint Louis Rwy.	193.86	43,618 50	225 00	193.86	43,618 50	225 00	.....
21042	Ohio	Cleveland and Cincinnati	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	164.34	14,217 00	50 00	164.34	14,217 00	50 00	.....
21045	Ohio	Toledo and Elkhart	Lake Shore and Michigan Southern Rwy.	80.00	25,526 50	75 00	80.00	25,526 50	75 00	.....
21047	Ohio	Chicago, Ohio, and Chicago, Ill.	do	134.35	10,841 20	40 00	134.35	10,841 20	40 00	.....
22002	Ind	Indianapolis and Terre Haute	Baltimore and Ohio R. R.	271.03	9,298 75	125 00	271.03	13,018 25	175 00	3,719 50
22003	Ind	Indianapolis and Cincinnati	Terre Haute and Indianapolis R. R.	74.39	10,035 00	90 00	74.39	10,035 00	90 00	.....
22005	Ind	Indianapolis and La Fayette	Cincinnati, Indianapolis, Saint Louis and Chicago Rwy.	111.50	4,218 50	65 00	111.50	4,218 50	65 00	.....
22010	Ind	Cincinnati and East Saint Louis	do	64.90	23,702 00	70 00	64.90	23,702 00	70 00	.....
22025	Ind	Indianapolis and Terre Haute	Ohio and Mississippi Rwy.	338.60	1,811 25	25 00	338.60	1,811 25	25 00	.....
22029	Ind	La Fayette and Kankakee	Indianapolis and Saint Louis R. R.	72.45	4,728 75	65 00	72.45	4,728 75	65 00	.....
22043	Ind	Terre Haute and East Saint Louis	Cincinnati, La Fayette and Chicago R. R.	189.99	4,749 75	25 00	189.99	4,749 75	25 00	.....
22044	Ind	do	Indianapolis and Saint Louis R. R.	166.69	20,836 25	125 00	166.69	29,170 75	175 00	8,334 50
30001	La	New Orleans and Canton	Terre Haute and Indianapolis. Chicago, Saint Louis and New Orleans R. R.	206.58	5,164 50	25 00	206.58	5,164 50	25 00	5,164 50

^a Increase in distance.^b Fifty-foot cars substituted for 40-foot cars from April 1, 1884.^c Decrease in distance.^d Routes 18001 and 30001 consolidated.^e R. P. O. on 108.70 miles only.^f Decrease in R. P. O. service.^g Additional line of 60-foot R. P. O. cars from September 1, 1883.^h Route discontinued and consolidated with 18001.

I.—Table showing the rate of pay per annum for the use of railway post-office cars for the fiscal years ending June 30, 1883, and June 30, 1884, &c.—Continued.

Number of route.	State.	Termini.	Corporate title of company.	June 30, 1883.			June 30, 1884.			Increase per annum of 1884 over 1883.	Decrease per annum of 1884 over 1883.
				Length of route.	Pay per annum.	Pay per mile.	Length of route.	Pay per annum.	Pay per mile.		
25009	Wis ..	Chicago and Green Bay <i>a</i>	Chicago and Northwestern Rwy.	Miles. 242.50	Dollars. 12,220 00	Dollars. 80 00	Miles. 242.70	Dollars. 12,216 00	Dollars. 80 00		Dollars. 4 00
Part.	Wis ..	Chicago and Harvard	do	63.00	80 00		62.70	80 00			
Part.	Wis ..	Harvard and Green Bay	do	179.50	40 00		180.00	40 00			
25010	Wis ..	Caledonia and Winona Junction	do	190.02	40 00		189.52	40 00			20 00
		(n. o.). <i>b</i>									
25011	Wis ..	Kenosha and Rockford <i>b</i>	do	72.50	40 00		72.40	40 00			48 00
Part.	Wis ..	Harvard and Caledonia.....	do	16.00	40 00		14.80	40 00			40 40
25014	Wis ..	Winona and Winona Junction	do	30.83	1,233 20	40 00	29.82	1,192 80	40 00		
		(n. o.). <i>b</i>									
27005	Iowa..	Burlington and Union Pacific	Chicago, Burlington and Quincy R. R.	296.45	19,269 24	65 00	291.48	23,318 40	80 00	4,049 16	
27014	Iowa..	Transfer (n. o.). <i>c</i>	Chicago, Rock Island and Pacific Rwy.	317.40			317.95				
Part.	Iowa..	Davenport and Iowa City	do	54.50	16,687 50	65 00	53.95	16,706 75	65 00	19 25	
Part.	Iowa..	Iowa City and Union Pacific	do	262.90		50 00	264.00		50 00		
		Transfer (n. o.).									
28001	Mo ...	Saint Louis and Atchison <i>e</i>	Missouri Pacific Rwy.	329.75	30,587 50	100 00	331.20	30,732 50	100 00	145 00	
Part.	Mo ...	Saint Louis and Kansas City	do	282.00	50 00		283.45	50 00	50 00		
Part.	Mo ...	Kansas City and Atchison	do	47.75	5,006 95	65 00	47.75	4,893 20	65 00		113 75
28002	Mo ...	Saint Louis and Bismarck <i>b</i> ..	Saint Louis, Iron Mountain and Southern Rwy.	77.03			75.28				
28003	Mo ...	Saint Louis and Vinita <i>b</i>	Saint Louis and San Francisco Rwy.	364.25	7,256 25	25 00	360.81	7,180 00	25 00		76 25
Part.	Mo ...	Saint Louis and Pierce City	do	290.25			287.20	13,860 00	50 00	13,860 00	
28004	Mo ...	Saint Louis and Kansas City <i>f</i> ..	Wabash, Saint Louis and Pacific Rwy.				277.20				
28005	Mo ...	Quincy and Saint Joseph <i>g</i> ..	Hannibal and Saint Joseph R. R.	207.15	4,275 25	25 00	207.79	8,575 50	50 00	4,300 25	
Part.	Mo ...	Quincy and Cameron	do	171.00			171.51				
28010	Mo ...	Kansas City and Cameron <i>h</i>	do	55.78	1,394 50	25 00	54.98	2,749 00	50 00	1,354 50	
28011	Mo ...	Sedalia and Denison City <i>b</i> ..	Missouri Pacific Rwy.	434.51	10,862 75	25 00	431.46	10,786 50	25 00		76 25
28014	Mo ...	Hannibal and Sedalia <i>b</i>	do	142.85	3,571 34	25 00	142.63	3,565 75	25 00		5 59
28020	Mo ...	Pierce City and Halstead <i>b</i>	Saint Louis and San Francisco Rwy.	243.73	6,093 25	25 00	243.67	6,091 75	25 00		1 50

	Mo	Bismarck and Texarkana <i>b</i>	Saint Louis, Iron Mountain and Southern Rwy.	415.21	26,988 65	65 00	414.20	26,923 00	65 00	65 65
23001	Ill	Chicago and Milwaukee	Chicago and Northwestern Rwy	85.37	3,756 28	44 00	85.37	3,756 28	44 00	.....
23002	Ill	Chicago and Freeport <i>e</i>	do	121.29	2,668 38	22 00	121.39	2,670 58	22 00	.....
23003	Ill	Chicago and Union Pacific	do	491.18	.....	.....	490.14	.....	.....	.....
Part.	Ill	Transfer (n.o.) <i>i</i>	do	219.00	26,306 60	61 87	216.32	27,751 80	65 00	1,445 20
Part.	Ill	Cedar Rapids and Union Pacific	do	272.18	46 87	46 87	273.82	.....	50 00	.....
23007	Ill	Chicago and Burlington <i>j</i>	Chicago, Burlington and Quincy R. R.	208.02	.....	.....	206.48	.....	.....	.....
Part.	Ill	Chicago and Aurora	do	38.61	17,606 85	105 00	37.00	23,982 60	145 00	6,375 75
Part.	Ill	Aurora and Galesburgh	do	126.11	.....	80 00	126.48	.....	120 00	.....
Part.	Ill	Galesburgh and Burlington	do	43.30	.....	80 00	43.00	.....	80 00	.....
23010	Ill	Galesburgh and Quincy <i>b</i>	do	101.57	5,078 50	50 00	101.09	5,054 50	50 00	24 00
23015	Ill	Chicago and Davenport	Chicago, Rock Island and Pacific Rwy.	182.92	11,889 80	65 00	182.92	11,889 80	65 00	.....
23017	Ill	Chicago and East Saint Louis <i>k</i>	Chicago and Alton R. R.	281.13	14,056 50	50 00	281.17	15,464 35	55 00	1,407 85
23020	Ill	Chicago and Cairo <i>l</i>	Illinois Central R. R.	363.32	.....	115 00	365.53	.....	115 00	.....
Part.	Ill	Chicago and Kankakee	do	55.87	.....	.....	55.87	.....	.....	.....
Part.	Ill	Kankakee and Effingham	do	143.34	17,694 80	50 00	196.23	19,072 30	50 00	1,377 50
Part.	Ill	Effingham and Centralia	do	164.11	.....	25 00	113.43	.....	25 00	.....
Part.	Ill	Centralia and Cairo	do	346.93	.....	.....	345.14	.....	.....	.....
23021	Ill	Dubuque and Freeport	do	68.80	3,546 35	47 00	69.56	3,582 07	47 00	35 72
Part.	Ill	Dubuque and Freeport	do	12.51	.....	25 00	12.51	.....	25 00	.....
Part.	Ill	Freeport and Foreston	do	112.57	4,502 80	40 00	113.44	4,537 60	40 00	34 80
23023	Ill	Decatur and East Saint Louis <i>e</i>	Wabash, Saint Louis and Pacific Rwy.	.....	.....	.....	.....	.....	.....	.....
23035	Ill	Chicago and Milwaukee <i>n</i>	Chicago, Milwaukee and Saint Paul Rwy.	86.80	8,680 00	100 00	86.18	10,772 50	125 00	2,092 50
23036	Ill	Aurora and Foreston <i>b</i>	Chicago and Iowa R. R.	82.47	2,061 75	25 00	81.57	2,039 25	25 00	22 50
24006	Mich	Detroit and Chicago <i>b</i>	Michigan Central R. R.	286.09	18,595 85	65 00	285.10	18,531 50	65 00	64 35
24009	Mich	Jackson and Mackinaw City <i>b</i>	do	298.16	1,155 50	10 00	295.69	1,134 70	10 00	20 80
Part.	Mich	Jackson and Bay City	do	115.55	.....	.....	113.47	.....	.....	.....
24018	Mich	Fort Wayne and Walton <i>o</i>	Grand Rapids and Indiana R. R.	262.03	982 00	10 00	.....	.....	.....	.....
Part.	Mich	Grand Rapids and Cadillac	do	98.20	.....	.....	.....	.....	.....	.....
Part.	Mich	Fort Wayne and Mackinaw City	do	.....	.....	.....	369.09	3,310 72	13 75	2,328 72
Part.	Mich	Fort Wayne and Cadillac	do	.....	.....	.....	240.78	.....	.....	.....
25002	Wis	Milwaukee and La Crosse <i>p</i>	Chicago, Milwaukee and Saint Paul Rwy.	197.84	19,784 00	100 00	197.95	22,122 00	125 00	2,338 00
Part.	Wis	Milwaukee and Portage	do	.....	.....	.....	93.08	.....	100 00	.....
Part.	Wis	Portage and La Crosse	do	.....	.....	.....	104.87	.....	.....	.....

a Terminus at Fort Howard from July 1, 1883. Change in distances at the different rates of R. P. O. pay.
b Decrease in distance.
c Decrease in distance. Increased R. P. O. service.
d Change in distance.
e Increase in distance.
f A double line of 40-foot R. P. O. cars established from November 1, 1883.
g Increase in distance and an additional line of 40-foot R. P. O. cars from October 15, 1883.
h Decrease in distance and an additional line of 40-foot R. P. O. cars from October 15, 1883.
i Decrease in distance and increase in length of R. P. O. cars.
j Decrease in distance, and an additional line of 50-foot R. P. O. cars established March 17, 1884, between Chicago and Galesburgh.
k Increase in distance and in length of R. P. O. cars.
l Increase in distance and increased R. P. O. service.
m Increase in distance on R. P. O. run.
n Decrease in distance, and an additional line of 40-foot R. P. O. cars from March 17, 1884.
o Route extended to Mackinaw City from July 1, 1883.
p Increase of R. P. O. service and increase in length of R. P. O. cars.
q Increase in distance, and an additional line of 40 feet R. P. O. cars between Milwaukee and Portage from March 28, 1884.

I.—Table showing the pay per annum for the use of railway post-office cars for the fiscal years ending June 30, 1883, and June 30, 1884, &c.—Continued.

Number of route.	State.	Termini.	Corporate title of company.	June 30, 1883.			June 30, 1884.			Increase per annum of 1884 over 1883.	Decrease per annum of 1884 over 1883.
				Length of route.	Pay per annum.	Pay per mile.	Length of route.	Pay per annum.	Pay per mile.		
26013	Minn..	Minneapolis and La Crosse.....	Chicago, Milwaukee and Saint Paul Rwy.	Miles. 142.53	Dollars. 7,126 50	Dollars. 50 00	Miles. a142.57	Dollars. 21,385 50	Dollars. 150 00	Dollars. 14,259 00	Dollars.
33001	Kans..	Kansas City and Denver <i>b</i>	Union Pacific Rwy	{ 303.54	{ 11,802 60	{ 25 00	{ 302.70	{ 11,781 50	{ 25 00	{	21 10
33010	Kans..	Atchison and South Pueblo	Atchison, Topeka and Santa Fé R. R.	{ 337.12	{ 14,204 75	{ 25 00	{ 337.12	{ 14,204 75	{ 25 00	{ .....	.....
33016	Kans..	Topeka and Kansas City <i>c</i>	do	68.62	1,715 50	25 00	67.58	1,689 50	25 00	.....	26 00
34001	Nebr..	Union Pacific Transfer (n. o.) } and Ogden City.	Union Pacific Rwy	{ 374.42	{ 61,064 50	{ 75 00	{ 374.42	{ 61,064 50	{ 75 00	{ .....	.....
34002	Nebr..	Plattsmouth and Kearney	Burlington and Missouri River R. R. (in Nebr.)	{ 659.66	{ 50 00	{ 50 00	{ 659.66	{ 50 00	{ 50 00	{ .....	.....
34004	Nebr..	Omaha and Oreopolis Junction (n. o.)	Part R. P. O	{ 191.11	{ 3,687 50	{ 25 00	{ 147.50	{ 3,687 50	{ 25 00	{ .....	.....
34009	Nebr..	Hastings and Denver <i>d</i>	Burlington and Missouri River R. R. (in Nebr.)	{ 147.50	{ 415 00	{ 25 00	{ 16.60	{ 415 00	{ 25 00	{ .....	.....
38007	Colo ..	Denver and Cheyenne	Republican Valley R. R.	.....	.....	.....	415.88	10,397 00	25 00	10,397 00	.....
38017	Colo ..	Julesburgh and La Salle Station (n. o.)	Denver Pacific Rwy and Telegraph Co.	{ 106.86	{ 1,155 00	{ 25 00	{ 106.86	{ 1,155 00	{ 25 00	{ .....	.....
46001	Cal ..	San Francisco and Ogden City ..	Part R. P. O	{ 46.20	{ 3,799 00	{ 25 00	{ 46.20	{ 3,799 00	{ 25 00	{ .....	.....
46003	Cal ..	Roseville and Redding	Colorado Central R. R.	{ 151.16	{ 42,961 75	{ 75 00	{ 151.16	{ 42,961 75	{ 75 00	{ .....	.....
46010	Cal ..	Lathrop and Goshen (n. o.)	do	{ 50.41	{ 3,793 50	{ 50 00	{ 50.41	{ 3,793 50	{ 50 00	{ .....	.....
46014	Cal ..	Goshen (n. o.) and Yuma	do	{ 146.35	{ 3,658 75	{ 25 00	{ 146.35	{ 3,658 75	{ 25 00	{ .....	.....
46032	Cal ..	Port Costa and Lathrop	Southern Pacific R. R.	{ 490.33	{ 6,040 50	{ 25 00	{ 490.33	{ 6,040 50	{ 25 00	{ .....	.....
			Part R. P. O	{ 241.62	{ 1,555 75	{ 25 00	{ 241.62	{ 1,555 75	{ 25 00	{ .....	.....
			Central Pacific R. R. (lessee San Pablo R. R.)	62.23	.....	25 00	62.23	.....	25 00	.....	.....
		Total.....		.....	1,604,423 10	.....	.....	1,749,478 61	.....	155,806 15	10,750 04

a Route reported shorter and additional R. P. O. service.*b* Terminal service at Kansas City assumed by Department, decreasing distance .84 mile.*c* Terminal service at Kansas City assumed by Department, decreasing distance 1.04 miles.*d* R. P. O. established.

K.—Statement of expenditures on account of special facilities for the fiscal year ended June 30, 1884, out of the \$185,000 appropriated by act of March 3, 1883.

Number of route.	Termini.	Title of company.	Dis- tance.	Amounts paid.
			<i>Miles.</i>	
5005	New York, Springfield.....	New York, New Haven and Hartford R. R.	135.59	\$17,647 06
6011	New York, Buffalo.....	New York Central and Hudson River R. R.	442	25,000 00
10001	Baltimore, Philadelphia.....	Philadelphia, Wilmington and Balti- more R. R.	96	20,000 00
10013	Bay View (n. o.), Washington}	Baltimore and Potomac R. R. {	45.20	} 21,900 00
Pt. 11001	Washington, Quantico		34.70	
Pt. 11001	Quantico, Richmond.....		81.30	
		Richmond, Fredericksburgh and Po- tomac R. R.		17,419 26
11008	Richmond, Petersburg	Richmond and Petersburg R. R.	23.39	4,197 50
11009	Petersburgh, Weldon.....	Petersburgh R. R	65.31	11,680 00
13002	Weldon, Wilmington	Wilmington and Weldon R. R.....	162.07	29,565 00
Pt. 14002	Wilmington, Florence	Wilmington, Columbia and Augusta R. R.	111	20,075 00
14005	Charleston, Florence.....	Northeastern R. R.....	102	17,337 50
				184,821 32

L.—Statement showing miles of railroad mail service ordered from July 1, 1883, to June 30, 1884.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
23	Maine	Monson Junction (n. o.) Monson	New	Monson R. R.	6.16	Nov. 15, 1883
1022	New Hampshire	Plymouth, South Woodstock	do	Boston, Concord and Montreal R. R.	21.06	July 2, 1883
3075	Vermont	None.	do	Milford, Franklin and Providence R. R.	5.37	Aug. 20, 1883
5002	Massachusetts	Bellingham, Franklin	do	Stamford and New Canaan R. R.	8.89	Aug. 20, 1883
6128	Rhode Island	None.	do	Geneva, Ithaca and Sayre R. R.	5.42	July 2, 1883
6129	Connecticut	Hayts Corners, Willard	do	Rochester and Pittsburgh R. R.	1.72	July 16, 1883
6127	New York	Bradford Junction, Bradford; ext. Punxsutawney	Ext	Southern Central R. R.	147.40	Aug. 20, 1883
6084	do	Sayre, Fair Haven; ext. North Fair Haven	do	New York, West Shore and Buffalo Rwy.	24.79	Oct. 1, 1883
6129	do	New York, Albany	New	New York, Ontario and Western Rwy.	45.28	Oct. 29, 1883
6048	do	Oswego, Middleton; ext. Cornwall Station (n. o.)	Ext	Rochester and Pittsburgh R. R.	29.63	Dec. 12, 1883
6130	do	Buffalo, Ashford Junction (n. o.)	New	Lackawanna and Pittsburgh	5.37	Feb. 25, 1884
6059	do	Olean, Angelica; ext. Munda Junction (n. o.)	Ext	New York, West Shore and Buffalo Rwy.	8.46	May 26, 1884
6129	do	New York, Albany; ext. Little Ferry Junction (n. o.)	do	Rome, Watertown and Ogdensburg R. R.		*Apr. 28, 1884
6038	do	Oswego, Lewiston; ext. Lewiston Junction (n. o.) to Suspension Bridge.	do			
7058	New Jersey	Two Bridges Junction (n. o.), Stroudsburg	New	New York, Susquehanna and Western R. R.	47.85	July 23, 1883
7059	do	Delaware Station, Columbia Junction (n. o.)	do	do	3.16	Sept. 10, 1883
7060	do	Sea Island Junction (n. o.), Sea Island City	do	West Jersey R. R.	4.97	Mar. 3, 1884
7061	do	Anglesea Junction (n. o.), Anglesea	do	Anglesea R. R. Co.	5.52	June 23, 1884
8150	Pennsylvania	Williamsport, Wellsborough	do	Fall Brook Coal Co.	82.28	July 16, 1883
8125	do	Allegheny, New Castle Junction (n. o.); ext. New Castle	do	Pittsburgh and Western R. R. Co.	3.10	Aug. 27, 1883
8151	do	Youngwood Station, United	Ext	Pennsylvania R. R.	8.84	Sept. 3, 1883
8139	do	Lawrenceville, Elkland; ext. Harrison Valley	New	Fall Brook Coal Co.	19.20	Oct. 29, 1883
8040	do	Washington and Wheeling; ext. Pittsburgh	Ext	Baltimore and Ohio R. R. Co.	38.66	Nov. 20, 1883
8051	do	Greenville, Hilliards; ext. Branchton Junction (n. o.)	do	Shenango and Allegheny R. R. Co.	21.30	Nov. 22, 1883
8126	do	Bowmansdale, Walnut Bottom; ext. Shippenburgh	do	Harrisburgh and Potomac R. R. Co.	7.22	Feb. 1, 1884
8153	do	Sunbury, Lewiston	do	Philadelphia and Reading R. R. Co.	9.84	Feb. 14, 1884
8087	do	Bellwood, Coalport; ext. Irvine	New	Bell's Gap R. R.	2.22	Feb. 15, 1884
8112	do	Foxburgh, Shafeld Junction (n. o.); ext. Kane, Pa.	Ext	Pittsburgh and Western R. R.	17.90	Mar. 10, 1884
8048	do	West Chester, Frazer; ext. Phoenixville	do	Pennsylvania R. R. Co.	11.28	Mar. 17, 1884
8110	do	Catawissa Junction (n. o.), Hughsville; ext. Tivoli	do	Williamsport and North Branch R. R.	5.19	May 26, 1884
10024	Delaware	None.	do			
10024	Maryland	Baltimore, Bel Air	New	Maryland Central R. R. Co.	27.50	July 9, 1883
10024	do	Baltimore, Bel Air; ext. Forest Hill	Ext	do	3.50	Nov. 21, 1883
10024	do	Baltimore, Forest Hill; ext. Delta	do	do	14.50	Jan. 21, 1884
11028	Virginia	Danville, Martinsville; ext. Spencer's Store	do	Danville and New River R. R.	13.25	Nov. 5, 1883
11034	do	Claremont, Waverly Station	do	Atlantic and Danville R. R.	18.50	Feb. 18, 1884
11032	do	Keysville, Chase City; ext. Shipwitch	New	Richmond and Wheeling R. R.	8.28	Feb. 20, 1884
11032	do	Keysville, Shipwitch; ext. Clarksville	Ext	do	5.58	June 2, 1884
11035	do	Norfolk, Virginia Beach	do	Norfolk, Va. Beach R. R. and Improvement Co.	18.80	Aug. 25, 1884
11028	do	Danville, Spencer; ext. Stuart	New	Lanville and New River R. R.	18.74	Aug. 25, 1884

12009	West Virginia	Shaw, Kitsonville	New	West Virginia Central and Pittsburgh Rwy.	7.47	July 2, 1883
12009	do	Shaw, Kitsonville; ext. Elkins	Ext.	do	14.16	Aug. 1, 1883
12010	do	Charleston, Point Pleasant	New	Ohio Central R. R.	57.70	Aug. 20, 1883
12011	do	Weston, Buckannon	do	Weston and Buckannon R. R.	16.29	Dec. 10, 1883
12001	do	Harper's Ferry, Staunton; ext. Lexington	Ext.	Baltimore and Ohio R. R.	36.03	Dec. 15, 1883
12012	do	Grafton, Philippi	New	Grafton and Greenbrier R. R.	24.00	Mar. 17, 1884
12009	do	Shaw, Elkins; ext. Fairfax	Ext.	West Virginia, Central and Pittsburgh Rwy.	14.12	May 12, 1884
13011	North Carolina	Fayetteville, Gulf; ext. Hope Mills	do	Cape Fear and Yadkin Valley R. R.	7.35	Feb. 15, 1884
13011	do	Fayetteville, Gulf; ext. Liberty	do	do	29.71	Feb. 15, 1884
13016	do	Ashville Junction (n. o.), Pigeon River; ext. Waynesville	do	Western North Carolina R. R.	9.23	Apr. 1, 1884
13022	do	Danville, Mocksville and Southwestern Junction (n. o.), Leaksville	New	Danville, Mocksville and Southwestern R. R.	7.97	Apr. 16, 1884
13011	do	Hope Mills, Liberty; ext. Lumber Bridge	Ext.	Cape Fear and Yadkin Valley R. R.	9.20	May 1, 1884
13011	do	Hope Mills, Liberty; ext. Greensboro	do	do	23.26	May 1, 1884
14007	South Carolina	Chester, Lincolnton; ext. Newton, N. C.	do	Chester and Lenoir Narrow Gauge R. R.	14.36	Aug. 6, 1883
14020	do	Lanes, Georgetown	New	Georgetown and Lanes R. R.	39.20	Jan. 24, 1884
15045	Georgia	Gainesville, Jefferson	do	Gainesville, Jefferson and Southern R. R.	22.70	July 2, 1883
15030	do	Marietta, Jasper; ext. Ellettsville	Ext.	Marietta and North Georgia R. R.	20.76	Sept. 1, 1883
15027	do	Sandersville, Tenille	Restored	Sandersville and Tenille R. R.	3.50	Jan. 4, 1884
15042	do	Atlanta, Anniston; ext. Coalburgh	Ext.	Georgia Pacific Rwy.	72.64	Jan. 4, 1884
15034	do	Monroe, Social Circle; ext. to begin at Gainesville	do	Gainesville, Jefferson and Southern R. R.	32.00	May 1, 1884
16016	Florida	Jacksonville, Saint Augustine	New	Jacksonville, Saint Augustine and Halifax River Rwy.	36.80	Aug. 1, 1883
16014	do	Genelle, Ocala; ext. Leesburgh	Ext.	Florida Southern Rwy.	42.27	Feb. 25, 1884
16007	do	Sanford, Kissimmee; ext. Tampa	do	South Florida R. R.	75.99	Feb. 13, 1884
16017	do	Evinston, Micanopy	New	do	4.11	Mar. 11, 1884
16018	do	Jacksonville, Palatka	do	Jacksonville, Tampa and Key West	56.20	Mar. 6, 1884
17028	Alabama	East and West Junction (n. o.), Broken Arrow	do	East and West Railroad Company of Alabama	41.75	Nov. 1, 1883
17029	do	Anniston, Talladega	do	Anniston and Atlantic R. R.	30.36	Aug. 15, 1884
18017	Mississippi	Durant, Lexington	do	Illinois Central R. R.	13.16	Aug. 6, 1883
18016	do	Meridian, Ellisville; ext. New Orleans	Ext.	New Orleans and Northeastern R. R.	131.21	Feb. 20, 1884
18005	do	Columbus, Miss., Fayette C. H., Ala.	New	Georgia Pacific Rwy.	44.83	Apr. 21, 1884
18018	do	Jackson, Yazoo City	do	Illinois Central R. R.	46.18	Aug. 1, 1884
19008	Tennessee	Knoxville, Caryville; ext. Jellico	Ext.	East Tennessee, Virginia and Georgia R. R.	27.33	July 2, 1883
19017	do	Columbia, Terry; ext. Laurenceburgh	do	Nashville and Florence R. R.	22.04	Dec. 1, 1883
19013	do	Tullahoma, Rock Island; ext. Walling	do	Nashville, Chattanooga and Saint Louis Rwy.	1.10	Mar. 4, 1884
19016	do	Dickson, Moores (n. o.); ext. Centerville	do	Nashville and Tusculosa R. R.	4.50	Mar. 17, 1884
19012	do	Victoria, Bridgeport; ext. Inman	do	Nashville, Chattanooga and Saint Louis Rwy.	5.21	May 1, 1884
19013	do	Tullahoma, Walling; ext. Doyle Station	do	do	7.10	May 5, 1884
20007	Kentucky	Lebanon Junction, Williamsburgh; ext. Smithburgh	do	Louisville and Nashville R. R.	11.30	July 2, 1883
20027	do	Ashland, Peach Orchard; ext. Richardson	do	Chattanooga Railway Company	3.70	July 23, 1883
20032	do	Paris, Richmond	do	Kentucky Central R. R.	40.84	Sept. 1, 1883
20014	do	Owensboro, Ricedale; ext. Russellville	New	Owensboro and Nashville R. R.	33.40	Jan. 1, 1884
20018	do	Richmond, Livingston	Ext.	Kentucky Central R. R.	36.62	Apr. 15, 1884
20014	do	Owensboro, Russellville; ext. Adairville	New	Owensboro and Nashville R. R.	13.28	Jan. 21, 1884
20028	do	King's Mountain Station, Middleburgh; ext. Yosemite	Ext.	Cincinnati, Green River and Nashville R. R.	0.75	Mar. 11, 1884
21092	Ohio	Canton, Coshocton	do	Connoton Valley Rwy.	54.73	July 2, 1883
21052	do	Cincinnati, Rarden; ext. Portsmouth	New	Cincinnati and Eastern Rwy.	25.50	Aug. 1, 1883
21093	do	New Galilee, Pa., East Carmel, Ohio	Ext.	Illinois Central R. R.	13.16	Aug. 6, 1883
21073	do	Cleveland, Mineral Point; ext. Zoar Station	New	Valley R. R.	1.54	Sept. 1, 1883

*Cover part of route No. 15045.

*Net increase 4.36.

L.—Statement showing miles of railroad mail service ordered, &c.—Continued.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
21063	Ohio	Bellaire, Woodfield; ext. Summerfield	Ext	Bellaire, Zanesville and Cincinnati Rwy	16.95	Oct. 1, 1883
21081	do	Delphos, Mount Blanchard; ext. Carey	do	Cleveland, Delphos and Saint Louis R. R.	10.76	Oct. 1, 1883
21054	do	Dayton, Wellston; ext. Ironton	do	Toledo, Cincinnati and Saint Louis R. R.	50.57	Nov. 5, 1883
21048	do	Seneca, Cumberland; ext. Lore City	do	Cincinnati, Wheeling and New York R. R.	4.37	Dec. 1, 1883
21063	do	Bellaire, Summerfield; ext. Zanesville	do	Bellaire, Zanesville and Cincinnati Rwy	52.62	Dec. 15, 1883
21075	do	Paulding, Shanes Crossing; ext. Greenville	do	Cincinnati, Van Wert and Michigan R. R.	43.55	Jan. 20, 1884
21069	do	Thurston, Buckeye Cottage	New	Cincinnati, Van Wert and Michigan R. R.	32.49	May 22, 1884
21068	do	Columbus, Corning; ext. C. H. F. and T. Junction (n. o.)	Ext	Columbus and Eastern R. R.	56.80	June 9, 1884
22026	Indiana	Washington Junc. (n. o.), Petersburg; ext. Oakland City	do	Indianapolis and Evansville Rwy	11.56	Aug. 20, 1883
22013	do	Logansport, Marmont	New	Terre Haute and Indianapolis R. R.	34.53	Oct. 15, 1883
22026	do	Washington Junc. (n. o.), Oakland City; ext. Evansville	Ext	Indianapolis and Evansville Rwy	30.44	Jan. 1, 1884
22035	do	New Salisbury, Corydon	New	Louisville and Nashville R. R.	8.39	Dec. 20, 1883
22028	do	Fair Oaks (n. o.), Attica	do	Chicago and Great Southern Rwy	56.34	Mar. 17, 1884
22047	do	Attica, Covington	do	Wabash, Saint Louis and Pacific Rwy	14.91	June 2, 1884
23082	Illinois	Dwight, Mokenca; ext. North Judson, Ind.	Ext	Indiana, Illinois and Iowa R. R.	65.62	July 2, 1883
23083	do	Bates, Jerseyville; ext. Grafton	do	Wabash, Saint Louis and Pacific Rwy	16.12	July 2, 1883
23028	do	Junction, Mound City	New	Mound City R. R.	2.94	Aug. 1, 1883
23031	do	Belleville, O'Fallon Depot	do	Louisville and Nashville R. R.	7.34	Aug. 1, 1883
23062	do	Kankakee, Colfax; ext. Bloomington	Ext	Illinois Central R. R.	22.27	Oct. 1, 1883
23046	do	Jacksonville, Smithborough; ext. Centralia, Ill.	do	Jacksonville, Southeastern Rwy	23.25	Nov. 20, 1883
23060	do	Greenfield, Kampsville	New	Litchfield, Carrollton and Western R. R.	22.90	May 1, 1884
24038	Michigan	Iron River Junction (n. o.), Stambaugh; ext. Iron River	Ext	Chicago and Northwestern Rwy	80	July 16, 1883
24063	do	Lawton, Hartford	New	Paw Paw and Toledo and South Haven R. R.	20.21	July 2, 1883
24064	do	Pontiac, Caseville	do	Pontiac, Oxford and Port Austin R. R.	100.73	Dec. 1, 1883
24040	do	Marquette, L'Anse; ext. Houghton	Ext	Marquette, Houghton and Ontonagon R. R.	31.74	Dec. 1, 1883
24030	do	East Saginaw, Saint Louis; ext. Ithaca	do	Saginaw Valley and Saint Louis R. R.	10.58	Dec. 20, 1883
24057	do	Alger Station (n. o.), Alger Junction (n. o.)	do	Detroit, Bay City and Alpena R. R.	7.86	Jan. 15, 1884
24057	do	East Tawas, Au Sable	do	do	12.58	Jan. 15, 1884
24033	do	Lenox, Pontiac; ext. Jackson	do	Michigan Air-Line Rwy	70.83	Feb. 20, 1884
24026	do	Grand Rapids, White Cloud; ext. Baldwin	do	Chicago and West Michigan Rwy	26.85	Feb. 20, 1884
24019	do	Toledo, Ohio, Allegan, Mich.	New	Michigan and Ohio R. R.	157.64	Mar. 20, 1884
24044	do	Harrison Junction, Harrison; ext. Meredith	Ext	Flint and Pere Marquette R. R. Co.	14.78	May 1, 1884
25048	Wisconsin	Chippewa Falls, Rice Lake; ext. Chicago Junction (n. o.)	do	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	22.78	Sept. 15, 1883
25016	do	Milwaukee, Dickinson; ext. Ellis Junction (n. o.)	do	Milwaukee and Northern and Wisconsin and Michigan R. R.	10.83	Oct. 10, 1883
25048	do	Chippewa Falls, Chicago Junction; ext. Eau Claire	do	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	9.16	Nov. 1, 1883
25028	do	Hudson, Cable (n. o.); ext. Bayfield	do	do	58.62	Nov. 20, 1883
25032	do	Ashland Junction (n. o.), Ashland	New	do	4.64	Nov. 20, 1883
26039	Minnesota	Crookston, Larimore; ext. Bartlett	Ext	Saint Paul, Minneapolis and Manitoba Rwy	40.14	July 2, 1883
26049	do	Saint Cloud, Hinckley	New	do	68.04	July 2, 1883

26001	do	Duluth, Livingston; ext. Helena	Ext.	orthern Pacific R. R.	124.18	Aug. 15, 1883
26039	do	Crookston, Bartlett; ext. Creel City	do	Saint Paul, Minneapolis and Manitoba Rwy	20.66	Sept. 15, 1883
26001	do	Duluth, Helena; ext. Missoula	do	Northern Pacific R. R.	123.20	Sept. 2, 1883
26050	do	Crookston, Saint Hilaire	New	Saint Paul, Minneapolis and Manitoba Rwy	28.73	Sept. 15, 1883
26047	do	Sauk Centre, Hartford; ext. Eagle Bend	Ext.	do	10.73	Jan. 1, 1884
26051	do	Rush City, Grantsburgh	New	Saint Paul and Duluth R. R.	17.34	Feb. 1, 1884
26052	do	Moorhead, Halstead	do	Saint Paul, Minneapolis and Manitoba Rwy	34.31	Apr. 1, 1884
26042	do	Wadena, Fergus Falls; ext. Milnor	Ext.	Northern Pacific R. R.	66.91	June 2, 1884
26010	do	Hastings, Aberdeen; ext. Ipswich	do	Chicago, Milwaukee and Saint Paul Rwy	26.33	June 10, 1884
27091	Iowa	New Sharon, Newton	New	Central Iowa Rwy	33.66	July 2, 1883
27089	do	Sac City, Holstein; ext. Correctionville	Ext.	Chicago and Northwestern Rwy	13.29	Sept. 15, 1883
27070	do	Eagle Grove, Hawarden; ext. Iroquois, Dak.	do	do	126.37	Oct. 1, 1883
27086	do	Oskaloosa, Morning Sun; ext. Keithsburg, Ill.	Ext.	Central Iowa Rwy	17.20	Dec. 1, 1883
27089	do	Sac City, Correctionville; ext. Kingsley	Ext.	Chicago and Northwestern Rwy	12.60	Jan. 25, 1884
27056	do	Des Moines, Hudson	New	Wisconsin, Iowa and Nebraska Rwy	96.93	Feb. 25, 1884
27088	do	Eldora Junction, Eldora; ext. Iowa Falls	Ext.	Chicago, Iowa and Dakota Rwy	15.69	Mar. 20, 1884
28035	Missouri	Neelysville, Doniphan	New	Saint Louis, Iron Mountain and Southern Rwy	20.09	July 2, 1883
28043	do	Summitville, Bonze Terre	do	Saint Joe and Desloge Rwy	13.20	July 2, 1883
28053	do	North Springfield, Sparta; ext. Chadwick	Ext.	Saint Louis and San Francisco Rwy	6.72	July 16, 1883
28045	do	Cape Girardeau, Advance; ext. Idlewild (n. o.)	do	Cape Girardeau Southwestern Rwy	12.14	July 20, 1883
28036	do	Fort Scott, Spring City; ext. Jonesborough	do	Kansas City, Fort Scott and Gulf R. R.	77.72	Sept. 1, 1883
28051	do	Bird's Point, Jonesborough; ext. Texarkana	do	Texas and Saint Louis Rwy	293.68	Oct. 1, 1883
28036	do	Fort Scott, Jonesborough; ext. Memphis, Tenn	do	Kansas City, Fort Scott and Gulf R. R.	67.64	Nov. 1, 1883
28045	do	Cape Girardeau, Idlewild (n. o.); ext. Puxico	do	Cape Girardeau Southwestern Rwy	5.00	Feb. 1, 1884
28055	do	Clinton, Consville	New	Kansas City and Southern Rwy	11.55	Mar. 15, 1884
29015	Arkansas	McNeil, Magnolia	do	Texas and Saint Louis Rwy	7.17	Dec. 1, 1883
29006	do	Brinkley, Colona; ext. Riverside	Ext.	Batesville and Brinkley R. R.	7.49	Apr. 15, 1884
29009	do	Washington, Hope; ext. Ozan	do	Arkansas and Louisiana Rwy	6.00	June 16, 1884
30008	Louisiana	Vicksburg, Monroe; ext. Roane Station	do	Vicksburg, Shreveport and Pacific R. R.	23.60	Dec. 20, 1883
30014	do	New Orleans, Baton Rouge	New	New Orleans and Mississippi Valley Rwy	89.40	Mar. 20, 1884
30008	do	Vicksburg, Reane Station; ext. Arcadia	Ext.	Vicksburg, Shreveport and Pacific R. R.	25.76	Apr. 16, 1884
30008	do	Vicksburg, Arcadia; ext. Lanesville	do	do	21.49	June 16, 1884
31045	Texas	Beaumont, Sabine Pass	New	Texas and New Orleans R. R.	30.30	Aug. 1, 1883
31046	do	Trinity, Chester	do	Missouri Pacific Rwy	53.85	Sept. 17, 1883
31029	do	Beaumont, Woodville; ext. Rockingham	Ext.	Sabine and East Texas Rwy	20.10	Sept. 17, 1883
31039	do	San Antonio, Del Rio; ext. El Paso	do	Galveston, Harrisburgh and San Antonio Rwy	461.76	Oct. 1, 1883
31047	do	Houston, Alvin	New	Terre Haute and Indianapolis R. R.	34.53	Oct. 15, 1883
31044	do	Jacksonville, Rush; ext. Alto	Ext.	Kansas and Gulf Short Line	12.03	Oct. 15, 1883
31046	do	Trinity, Chester; ext. Colmesneil	do	Missouri Pacific R. R.	12.88	Dec. 1, 1883
31031	do	Dallas, Koughan; ext. Kemp	do	Texas Trunk R. R.	10.87	Jan. 1, 1884
31044	do	Jacksonville, Alto; ext. Tyler	do	Kansas and Gulf Short Line	29.74	June 2, 1884
32002	Indian Territory	Vinita, Tulsa	New	Saint Louis and San Francisco	63.54	*Mar. 12, 1883
33038	Kansas	Leavenworth, Oskaloosa; ext. Meriden Junction (n. o.)	Ext.	Leavenworth, Topeka and Southwestern Rwy.	17.13	Aug. 10, 1883
33036	do	Fort Scott, El Dorado; ext. Wichita	do	Saint Louis, Fort Scott and Wichita R. R.	30.69	Aug. 15, 1883
33039	do	Girard, Walnut; ext. Chanute	do	Kansas City, Lawrence and Southern Rwy	25.20	Feb. 11, 1884
33041	do	Ottawa, Emporia	New	Southern Kansas Rwy	57.28	Apr. 10, 1884
33042	do	Wichita, Cheney	do	Wichita and Western R. R.	26.70	Apr. 1, 1884
33043	do	Weir City Junction (n. o.), Weir	do	Kansas City, Fort Scott and Gulf R. R.	3.88	May 15, 1884
34019	Nebraska	Nemaha City, Tecumseh; ext. Beatrice	Ext.	Republican Valley R. R.	34.83	Nov. 1, 1883
34022	do	Wakefield, Hartington	New	Chicago, Saint Paul, Minneapolis and Omaha Rwy	33.80	Dec. 15, 1883

L.—Statement showing miles of railroad mail service ordered, &c.—Continued.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
34023	Nebraska	Kenesaw, Holdrege	New	Nebraska and Colorado R. R.	40.32	Feb. 21, 1884
34024	do	Chester, Hebron	do	do	11.83	Feb. 21, 1884
34013	do	Beatrice, Maryville; ext. Lincoln	Ex.	Omaha and Republican Valley R. R.	39.69	May 10, 1884
34025	do	Genoa, Fullerton	New	Omaha, Niobrara and Black Hills R. R.	14.54	May 10, 1884
35018	do	Sanborn, Cooperstown	do	Sanborn, Cooperstown and Turtle Mountain R. R.	37.15	Sept. 20, 1884
35017	do	Mitchell, Letcher; ext. Ashton	Ext.	Chicago, Milwaukee and Saint Paul Rwy.	80.61	Nov. 1, 1883
35015	do	Fargo, Lisbon; ext. La Moure	do	Fargo and Northwestern R. R.	31.41	Dec. 1, 1883
35014	do	Brookings, Castlewood; ext. Watertown	do	Chicago and Northwestern Rwy.	14.03	Dec. 10, 1883
35008	do	Egan, Howard; ext. Woonsocket (n. o.)	do	Chicago, Milwaukee and Saint Paul Rwy.	38.07	Jan. 7, 1884
36001	Montana	Silver Bow, Deer Lodge City; ext. Northern Pacific Junction.	do	Utah and Northern Rwy.	10.42	Sept. 2, 1883
36002	do	Helena, Wicks	New	Helena and Jefferson R. R.	26.53	Mar. 20, 1884
37001	Wyoming	Granger, Shoshone; ext. Reverse Station (n. o.)	Ext.	Oregon Short Line Rwy.	71.33	Sept. 1, 1883
37001	do	Granger, Reverse Station (n. o.); ext. Ontario Station (n. o.)	do	do	104.05	Jan. 20, 1884
37001	do	Granger, Ontario Station (n. o.); ext. Huntington	do	do	43.15	Mar. 19, 1884
38012	Colorado	Salida, Grand Junction; ext. Ogden City	do	Denver and Rio Grande Rwy.	294.61	Aug. 10, 1883
38030	do	Colorado Springs Station (n. o.), Manitou Station (n. o.)	New	do	5.40	Aug. 15, 1883
38014	do	Nathrop, Gunnison; ext. Castleton	Ext.	Denver, South Park and Pacific R. R.	13.29	Sept. 20, 1883
38029	do	Boulder, Sugar-Loaf; ext. Sunset	do	Greeley, Salt Lake and Pacific Rwy.	3.78	Dec. 1, 1883
39003	New Mexico	Albuquerque, Williams; ext. Needles	do	Atlantic and Pacific Rwy.	196.90	Aug. 1, 1883
39006	Dakota	Deming, Silver City	do	Silver City, Deming and Pacific R. R.	47.70	July 2, 1883
39007	do	Las Vegas, Las Vegas Hot Springs	New	Atchison, Topeka and Santa Fé R. R.	10.89	May 15, 1884
39008	do	Nutt Station (n. o.), Lake Valley	do	do	13.73	June 10, 1884
41012	Arizona	None.	do	do		
42001	Utah	Ironton Station (n. o.), Silver City	do	Salt Lake and Western Rwy.	4.20	May 1, 1884
43009	Idaho	Shoshone, Hailey	do	Oregon Short Line Rwy.	57.90	Aug. 10, 1883
43006	Washington Ter.	Wallula, Third Crossing Station; ext. Missoula	Ext.	Northern Pacific R. R.	59.51	Aug. 1, 1883
44001	do	Palouse Junction, Colfax	New	Columbia and Palouse R. R.	89.18	Feb. 11, 1884
44001	Oregon	Portland, Riddles; ext. Julia	Ext.	Oregon and California R. R.	36.39	July 2, 1883
44001	do	Portland, Glendale; ext. Grant's Pass	do	do	33.87	Jan. 11, 1884
44001	do	Portland, Grant's Pass; ext. Phoenix	do	do	37.26	Mar. 15, 1884
44001	do	Portland, Phoenix; ext. Ashland	do	do	8.13	June 10, 1884
45005	Nevada	Belleville, Bishop Station (n. o.)	New	Carson and Colorado R. R.	74.22	July 2, 1883
45005	do	Belleville, Bishop Station (n. o.); ext. Hanley Station (n. o.)	Ext.	do	69.00	Sept. 1, 1883
45005	California	None.	do	do		

M.—Statistics of mileage, increase in mileage, annual transportation, and cost of the railroad service from 1836 to June 30, 1884.

Date.	Length of routes.	Annual transportation.	Cost per annum.	Increase in length of routes.	Decrease in length of routes.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>	<i>Miles.</i>
June 30, 1836	.....	*1, 878, 296	.....	.....	.....
June 30, 1837	974	*1, 793, 024	*\$307, 444	.....	.....
June 30, 1838	.....	*2, 356, 852	*404, 123	.....	.....
June 30, 1839	.....	*3, 396, 055	*520, 602	.....	.....
June 30, 1840	.....	*3, 889, 053	*595, 353	.....	.....
June 30, 1841	.....	*3, 946, 450	*585, 843	.....	.....
June 30, 1842	3, 091	*4, 424, 262	432, 568	2, 117	.....
June 30, 1843	.....	*5, 692, 402	*733, 687	.....	.....
November 4, 1843	3, 714	(*)	531, 752	623	.....
June 30, 1844	.....	*5, 747, 355	*802, 006	.....	.....
June 30, 1845	.....	*6, 484, 592	*843, 430	.....	.....
October 31, 1845	4, 092	(*)	587, 769	.....	.....
June 30, 1846	.....	*7, 781, 828	*870, 570	.....	.....
November 1, 1846	4, 402	.....	587, 769	310	.....
June 30, 1847	.....	4, 170, 403	597, 475	.....	.....
November 1, 1847	4, 735	.....	597, 923	333	.....
June 30, 1848	.....	4, 327, 400	584, 192	.....	.....
October 1, 1848	4, 957	.....	587, 204	222	.....
June 30, 1849	5, 497	4, 861, 177	635, 740	540	.....
June 30, 1850	6, 886	6, 524, 593	818, 227	1, 389	.....
June 30, 1851	8, 255	8, 364, 503	985, 019	1, 369	.....
June 30, 1852	10, 146	11, 082, 768	1, 275, 520	1, 891	.....
June 30, 1853	12, 415	12, 986, 705	1, 601, 329	2, 269	.....
June 30, 1854	14, 440	15, 433, 389	1, 758, 610	2, 025	.....
June 30, 1855	18, 333	19, 202, 469	2, 073, 089	3, 893	.....
June 30, 1856	20, 323	21, 809, 296	2, 310, 389	1, 990	.....
June 30, 1857	22, 530	24, 267, 944	2, 559, 847	2, 207	.....
June 30, 1858	24, 431	25, 763, 452	2, 828, 301	1, 901	.....
June 30, 1859	26, 010	27, 268, 384	3, 243, 974	1, 579	.....
June 30, 1860	27, 129	27, 653, 749	3, 349, 662	1, 119	.....
May 31, 1861	†6, 886	†5, 701, 093	†978, 910	.....	6, 886
June 30, 1861	22, 018	23, 116, 823	2, 543, 709	1, 775	.....
June 30, 1862	21, 338	22, 777, 219	2, 498, 115	.....	680
June 30, 1863	22, 152	22, 871, 558	2, 538, 517	814	.....
June 30, 1864	22, 616	23, 301, 942	2, 567, 044	464	.....
June 30, 1865	23, 401	24, 087, 568	2, 707, 421	785	.....
June 30, 1866	32, 092	30, 609, 467	3, 391, 592	†8, 691	.....
June 30, 1867	34, 015	32, 437, 900	3, 812, 600	1, 923	.....
June 30, 1868	36, 018	34, 886, 178	4, 177, 126	2, 003	.....
June 30, 1869	39, 537	41, 399, 284	4, 723, 680	3, 519	.....
June 30, 1870	43, 727	47, 551, 970	5, 128, 901	4, 190	.....
June 30, 1871	49, 834	55, 557, 048	5, 724, 979	6, 107	.....
June 30, 1872	57, 911	62, 491, 749	6, 502, 771	8, 077	.....
June 30, 1873	63, 457	65, 621, 445	7, 257, 196	5, 546	.....
June 30, 1874	67, 734	72, 460, 545	9, 113, 190	4, 277	.....
June 30, 1875	70, 083	75, 154, 910	9, 216, 518	2, 349	.....
June 30, 1876	72, 348	77, 741, 172	9, 543, 134	2, 265	.....
June 30, 1877	74, 546	85, 358, 710	§9, 053, 936	2, 198	.....
June 30, 1878	77, 120	92, 120, 395	9, 566, 595	2, 574	.....
June 30, 1879	79, 991	93, 092, 992	||9, 567, 590	2, 871	.....
June 30, 1880	85, 320	96, 497, 463	10, 498, 986	5, 329	.....
June 30, 1881	91, 569	103, 521, 229	11, 613, 368	6, 249	.....
June 30, 1882	100, 563	113, 995, 318	12, 753, 184	8, 994	.....
June 30, 1883	110, 208	129, 198, 641	13, 887, 800	9, 645	.....
June 30, 1884	117, 160	142, 541, 392	15, 012, 603	6, 952	.....

* Railroad and steamboat service combined; no separate report.

† Decrease caused by the discontinuance of service in the Southern States.

‡ Increase attributable in part to the resumption of service in the Southern States.

§ Decrease in cost caused by reductions in the rates of pay under act of July 12, 1876.

|| Decrease in cost caused by reductions in the rates of pay under act of June 17, 1878.

N.—Statement of all contracts for mail-bags, mail-catchers, mail-bag tags, mail-bag label-cases, use of patents, and mail locks and keys, in operation June 30, 1884.

Articles contracted for.	Name of contractor.	Residence.	Term of contract.	Contract prices.					
				Size No. 0.	Size No. 1.	Size No. 2.	Size No. 3.	Size No. 4.	Size No. 5.
Cotton-canvas mail-sacks	John Boyle	New York, N. Y.	Four years from January 1, 1881.	\$1 15	\$1 02	\$0 80½	\$0 20		
Registered foreign mail-sacks	do	do	do	97	41½	24½	16		
Jute-canvas mail-sacks	do	do	do		67¾	52½	14		
Leather horse mail-bags	J. C. Lighthouse	Rochester, N. Y.	do		6 00	5 29	4 53		
Leather mail-pouches	do	do	do			5 61	4 55	\$3 50	\$2 60
Through registered mail-pouches.	John Boyle	New York, N. Y.	do			4 99			
Mail catcher pouches	do	do	do				3 91		
Coin mail-sacks	do	do	do						
Printed wooden tags (wide)	Charles R. Penfield	Lockport, N. Y.	One year from January 1, 1884						\$0 05½
Printed wooden tags (narrow)	do	do	do						003¼
Mail-bag label-cases (iron)	The Smith and Egge Manufacturing Co.	Bridgeport, Conn.	do						003
Mail-bag label-cases (brass)	do	do	do						06
Mail-bag catchers	Younglove & Co	Cleveland, Ohio.	Determinable at any time by the Postmaster-General.						17
									15 00
Sockets for catchers	do	do	do						40
Use of patent	Becktel & Horner	Muncie, Ind.	do						30
Do	John Boyle	New York, N. Y.	do						10
General mail-locks	The Smith and Egge Manufacturing Co.	Bridgeport, Conn.	4, 8, or 12 years from Sept. 1, 1880, at option of Postmaster-General.						52
Keys to same	do	do	do						09
Through mail-locks	do	do	do						75
Keys to same	do	do	do						12
City mail-service locks.	do	do	do						34
Keys to same	do	do	do						09
Street letter-box locks	do	do	do						85
Keys to same	do	do	do						15
Through registered mail-locks	W. F. Beasley	Oxford, N. C.	do						2 50
Keys to same	do	do	do						25

O.—Statement of the number, description, and prices of mail-bags, mail-catchers, &c., purchased, and of the expense incurred on account thereof, during the fiscal year ended June 30, 1884.

Number.	Description.	Size.	Prices.	Cost.	Aggregate.
4,500	Leather mail-pouches	No. 2	\$5 61	\$25,245 00	
4,500	do	No. 3	4 55	20,475 00	
4,000	do	No. 4	3 50	14,000 00	
1,000	do	No. 5	2 60	2,600 00	\$62,320 00
14,000					
600	Leather horse mail-bags	No. 1	6 00	3,600 00	
400	do	No. 2	5 29	2,116 00	
300	do	No. 3	4 53	1,359 00	7,075 00
1,300					
4,000	Mail-catcher pouches		3 91	15,640 00	
	Royalty for patent on same		10	400 00	16,040 00
4,000					
500	Through registered mail-pouches	No. 1	7 00	3,500 00	
1,000	do	No. 2	4 99	4,990 00	
	Royalty for patent on No. 2		10	100 00	8,590 00
1,500					
80,000	Jute-canvas mail-sacks	No. 1	67 $\frac{3}{4}$	54,200 00	
10,000	do	No. 2	52 $\frac{1}{2}$	5,250 00	
10,000	do	No. 3	14	1,400 00	60,850 00
100,000					
1,000	Cotton-canvas mail-sacks	No. 1	1 02	1,020 00	
1,000	do	No. 2	80 $\frac{1}{2}$	805 00	
2,000	do	No. 3	20	400 00	2,225 00
4,000					
5,000	Coin mail-sacks		05 $\frac{1}{2}$		256 25
600,000	Printed wooden tags		003 $\frac{3}{4}$	2,250 00	
300,000	do		003	900 00	3,150 00
900,000					
20,000	Iron label cases		07 $\frac{7}{8}$	1,575 00	
3,000	do		06	180 00	
2,000	Brass label cases		19	380 00	2,135 00
25,000					
	Repairs of mail-bags				46,129 59
500	Mail-catchers		15 00	7,500 00	
1,700	Sockets for same		40	680 00	
200	Springs for same		60	120 00	
200	Handles		40	80 00	
84	Mail-catchers repaired		1 15 $\frac{5}{8}$	107 22	8,487 22
	Total expense on account of mail-bags and mail-catchers				217,258 06
	Unexpended balance of appropriation				2,741 94
	Amount of appropriation				220,000 00

P.—Statement of mail locks and keys purchased and repaired, and of the expense incurred on account thereof, during the year ended June 30, 1884.

Quantities.	Description.	Price, each.	Cost.	Aggregate cost.
30,000	Iron mail-locks	\$0 52	\$15,600 00	
1,300	Box mail-locks	85	1,105 00	
				\$16,705 00
1,100	Keys for same	15	165 00	
2,000	Street letter-box keys	15	300 00	
				465 00
3,360	Street letter-box locks, repaired	35		1,176 00
	Unexpended balance			18,346 00
				1,654 00
	Appropriation			20,000 00

REPORT
OF THE
GENERAL SUPERINTENDENT
OF
RAILWAY MAIL SERVICE
FOR
THE YEAR ENDED JUNE 30, 1884.

REPORT
OF THE
GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE.
FOR THE
FISCAL YEAR ENDED JUNE 30, 1884.

POST-OFFICE DEPARTMENT,
OFFICE GENERAL SUPERINTENDENT OF
RAILWAY MAIL SERVICE,
Washington, D. C., October —, 1884.

SIR: I have the honor to present to you herewith my annual report of the operations of the Railway Mail Service for the fiscal year ended June 30, 1884.

RAILWAY POST-OFFICE LINES.

I desire particularly to invite your attention to table A^a, which is a statement of the railway post-offices in operation on the last day of the fiscal year, the length of each route, the daily average weight of mail carried, the number and size of the cars or apartments in use thereon, the number of clerks employed, and other information which will give a general idea of each railway post-office in the United States.

The recapitulation of this table shows the number of railway post-offices in each division, the number of crews, the number of postal clerks, the number of miles which they run, the miles of railroad over which clerks run, the total annual miles of service, the number of cars, and the total number of pieces of ordinary mail matter, together with registered pouches and packages handled in each division.

STEAMBOAT SERVICE.

Table B^b shows the steamboat mail-service in operation at the close of the fiscal year. This branch of the service has been and is still being in a large measure superseded by the railway service, consequently there has not been an increase proportionate with that on the railway routes.

CLOSED-POUCH SERVICE.

Table C^c is an exhibit in detail of the closed-pouch service; that is, the service upon lines or parts of lines upon which there is no railway post-office service. The recapitulation gives the number of routes, the annual miles of service, and number of pouches exchanged daily.

COMPARATIVE STATEMENT.

Table D^d is a comparative statement of the Railway Mail Service from 1830 to 1884. In 1834 there were seventy-eight (78) miles of railroad upon which mails were carried, and on June 30, 1884, there were 117,160 miles. During the last fiscal year there was an increase of 6,952 miles.

MAIL DISTRIBUTED.

Table E^o is a statement by divisions of mail distributed; by which it appears that the increase in the number of pieces handled during the fiscal year was 538,144,220 pieces. The percentage of increase in 1884 over 1883 was 13.52. The percentage of increase in the number of pieces of registered matter handled in 1884 over 1883 was 4.93; by which it will be seen that the increase in the amount of matter handled during the last fiscal year was not as great as it was in 1883; the percentage of increase of ordinary mail-matter handled in 1883 over 1882 being 15.96, and of registered matter 9.65 per cent.

F^f is a statement showing in detail the correctness of the distribution by divisions; by which it appears that the number of errors in distribution was 1,167,223 in a total distribution of 4,519,661,900 pieces, or one error to each 3,872 pieces handled; being at the rate of 299 errors per clerk per annum. During the preceding fiscal year there was one error to each 4,153 pieces handled. It will thus be seen that the relative number of errors during the last fiscal year was a trifle greater than during 1883. Yet it will be seen that this increase is so slight that the average per cent. of mail correctly handled is about the same as last year, viz, 99.71.

Table G^g shows the number of errors in distribution by post-offices of the first and second classes in the various divisions, giving in detail the number of errors made by each of the offices mentioned in the table.

It would appear from this table that the showing in regard to errors is a little less favorable than in 1883. This, however, is explained by the fact that the system of checking errors has become much more thorough than formerly; at present all errors made being carefully checked, counted, and reported. This also applies to Table F^f.

CASE EXAMINATIONS.

Table H^h is a statement of case examinations of postal clerks holding permanent appointments, by which it appears that there were 4,903 case examinations during the year, and that the number of cards handled was 5,028,492, of which number 3,927,290 were thrown correctly, being an average of 78.10 per cent.

Table Iⁱ is a statement of the case examinations of probationary postal clerks. It appears from this table that there were 3,463 examinations, and that the number of cards handled was 3,472,105, of which 2,339,278 were thrown correctly, being an average of 67.37 per cent.

These examinations, which the clerks undergo at frequent intervals, are a test of proficiency, and the following is a brief description of the manner of conducting the same:

There is a card for each office in the State on which the examination is to be made. The name of the office is written on the card, each card representing a letter. In the State of New York, for instance, there are 3,136 post offices, and an examination on New York involves the handling of 3,136 cards. In Pennsylvania there are 3,852 post offices, and in his work in the car, as well as in the examination, a clerk is required to know where each office is located, that he may send the mail by the route that will take it to its destination in the shortest time. In other words, a case examination is simply a test by means of which the clerk's ability to distribute accurately the mail for any given State is discovered, through the use of an imaginary mail, consisting of one letter (card) addressed to every office in the State.

A small distributing case is furnished with pigeon-holes, labelled the same as the cases in the cars. The clerks are then required to distribute the cards into the boxes, after which a careful examination is made, all errors being noted, and a record of the same kept.

By this it will be seen that each clerk has his own record, which shows fully and fairly his knowledge of his distribution. There is a constant check upon incapacity, and a corresponding incentive to efficiency.

There is another system of detecting errors and determining the record of each clerk in the service. On every package of mail made up the clerk is required to place a label, upon which is his name and the imprint of his post-marking stamp. The clerk who receives the package notes all errors found therein upon the label, and forwards the same to the superintendent of the division.

By this double system of checks, first of case examination and second by noting the errors in distribution upon the cars, the railway mail service has secured a corps of skilled clerks whose special knowledge is their only capital, as invaluable to the mail service as it is to themselves.

MILEAGE.

Table K^k is a statement by divisions of the average daily miles run, the length of each route, and the number of crews on each line. The recapitulation shows the average daily miles run by postal clerks in each division, and the daily average miles run of all postal clerks in the service, which is 123.08 miles.

SEPARATION OF LETTERS FOR CITY DELIVERY.

The separation for city delivery has not made as much progress during the year as I had hoped it would, yet an examination of the tables will show that there has been an improvement during the year, and it is hoped that during the present year a still further improvement will be made.

NEW SERVICE.

Table L^l is a statement of new service. The increase in the past year of railroad post-office service, including new service placed upon old lines, was 7,641.36 miles. This table also shows the increase in railroad service on lines upon which there was no railroad post-office service ordered.

CASUALTIES.

Following the tables will be found a statement of the casualties that have occurred during the past year, by which it appears that the number of casualties was 154, in which 7 postal clerks were killed, 28 seriously injured, and 60 slightly injured.

In connection with this I have appended a statement showing the amount paid to clerks who were put upon lines to fill the places of those injured while on duty. When clerks are injured while on duty it has been the practice of the Department to grant them leaves of absence with pay for a period not exceeding one year. During the past year this action has cost the Department \$5,525.55.

It will be seen by this report that there were 7 clerks killed during the year, the salaries of whom were, in all cases, immediately discontinued. It would seem but fair and just that some provision be made for

the dependent wives and minor children of clerks killed in the line of duty. Therefore, I would recommend that the Postmaster-General be authorized to pay to the widow or minor children of all clerks killed in the service, a sum equal to one year's salary of the grade to which the clerk belonged at the time of his death.

ESTIMATES.

I append herewith a table showing the expenditures on account of railway postal clerks from 1877 to 1884.

The number of clerks in the service June 30, 1884, was 3,963; aggregate annual salary, \$3,946,018; average annual salary, \$995.71; being an increase over the preceding year of 108 clerks and \$1.56 in the average annual amount paid each clerk.

Expenditures on account of employés of railway mail service (railway postal clerks), 1877 to 1884, and estimate for the same for 1885.

Fiscal year ending June 30—	Railway postal clerks in service.	Increase.	Expenditures.	Increase over pre- ceding year.	Per cent. of increase over preceding year.	Increase of miles of railroad route.
1877.....	2,500	.....	\$2,436,547 58	.....	.....	.....
1878.....	2,608	108	2,496,663 82	\$60,116 24	2.46	2,574
1879.....	2,609	1	2,666,315 65	169,651 83	6.79	2,871
1880.....	2,946	237	2,778,645 47	112,329 82	4.21	5,329
1881.....	3,177	231	3,039,113 97	260,468 50	9.37	6,249
1882.....	3,570	393	3,235,853 12	196,739 15	6.47	8,994
1883.....	3,855	285	3,688,032 78	452,179 66	13.97	9,264
1884.....	3,963	108	3,972,071 60	284,038 82	7.70	6,952
1885.....	.....	.....	*4,300,000 00	327,928 40	7.62	.....
1886.....	.....	.....	†4,601,000 00	301,000 00	7.00	.....

* Appropriation.

† Estimate.

The appropriation for the present fiscal year is \$4,300,000. I estimate that this should be increased \$301,000 for the next fiscal year, which would make the appropriation \$4,601,000. This is an increase of 7 per cent. It will be seen that the increase in the distribution is 13.52 per cent. The appropriation for the year ending June 30, 1885, is 8 per cent. greater than that for 1884, but I do not think there will be as much new service during the coming year as there has been this year; consequently I do not estimate for as large an increase in the appropriation.

The law authorizes the Postmaster-General to pay clerks of class five \$1,400 per annum, and those of class four \$1,200 per annum. These salaries were paid until July 1, 1876, at which time it was found that the amount appropriated was insufficient to pay the number of clerks thus employed. It was then decided that the clerks receiving \$1,400 per annum should be reduced to \$1,300, and those receiving \$1,200 to \$1,150. There are in the service 588 clerks of class four who receive an annual salary of \$1,150. I would respectfully recommend that an additional appropriation of \$29,400 be made, so that the salaries of the clerks of class four may be increased to \$1,200 per annum, as provided by law.

There are 519 clerks who receive \$1,300 per annum each. I respectfully recommend that an additional appropriation of \$51,900 be made,

so that the salary of this class of clerks may be increased to \$1,400, as provided by law.

The increase recommended for the service and to increase the salaries would make the appropriation for the next fiscal year \$4,682,300, an increase of \$382,300 over that for the present year.

There is a class of clerks who are regularly appointed as railway post-office clerks of class 5, and detailed at certain important points, who act as, and are designated, chief clerks under section 713 of the Postal Laws and Regulations. It becomes necessary for these clerks to travel quite extensively in the discharge of their official duties. Therefore I would respectfully recommend that the Postmaster-General be authorized to pay out of the appropriation for the transportation of the mails the actual expenses of these clerks when traveling on the business of the Department, a sum not to exceed \$3 for any one day. There are at the present time 48 of these clerks so detailed.

It is a great hardship for them to be compelled to pay their own expenses, as they are at present, and I earnestly hope that they may be given the needed relief. By being compelled to pay their own traveling expenses the salary of these clerks really amounts to less than it would if they were performing service on the line to which they were appointed.

POSTAL CARS.

The appropriation for postal cars for the present fiscal year is \$1,625,000. I would respectfully recommend that the appropriation for the next fiscal year be \$1,875,000. This is a decided increase over last year, more apparent, however, than real. The actual increase is \$150,476. The fact is that the expenditure for railway post-office cars, on the subsidized lines, has not been charged against the appropriation, which allowed a greater expenditure. If the appropriation is made as herein recommended it will include the amount for the subsidized railroads. If the Railway Postal Car Service is continued to the end of the year at the present rate of expenditure there will be a deficiency of \$76,421.64. This should have immediate attention on the assembling of Congress. There is more service that should be established during the fiscal year; therefore I would respectfully recommend that a further appropriation of \$85,000 be made for railway postal cars for this fiscal year.

SPECIAL FACILITIES.

The appropriation for the fiscal year ended June 30, 1884, was \$185,000, which was expended as follows:

Route.	Railroad company.	Distance.	Amount.
		<i>Miles.</i>	
New York and Springfield	New York, New Haven and Hartford	136	\$17, 647 06
The 4.35 a. m. train	New York Central and Hudson River	142	25, 000 00
Philadelphia to Baltimore	Philadelphia, Wilmington and Baltimore .	96	20, 000 00
Bay View to Quantico	Baltimore and Potomac	80	21, 900 00
Quantico to Richmond	Richmond, Fredericksburgh and Potomac.	82	17, 419 26
Richmond to Petersburg	Richmond and Petersburg	23	4, 197 50
Petersburgh to Weldon	Petersburgh	64	11, 680 00
Weldon to Wilmington	Wilmington and Weldon	162	29, 565 00
Wilmington to Florence	Wilmington, Columbia and Augusta	110	20, 075 00
Florence to Charleston Junction ...	Northeastern Railroad of South Carolina .	95	17, 337 50
Total expended			184, 821 32
Amount unexpended			178 68

The appropriation for special facilities for the fiscal year ending June 30, 1885, is \$250,000. This amount will be expended as shown in the following table:

Route.	Railroad company.	Distance.	Amount paid.
		<i>Miles.</i>	
New York and Springfield	New York, New Haven and Hartford.....	136	\$17,647 06
The 4.35 a. m. train	New York Central and Hudson River	142	25,000 00
Philadelphia to Baltimore	Philadelphia, Wilmington and Baltimore .	96	20,000 00
Bay View to Quantico.....	Baltimore and Potomac.....	80	21,900 00
Quantico to Richmond	Richmond, Fredericksburgh and Potomac	82	17,419 26
Richmond to Petersburg.....	Richmond and Petersburg	23	4,197 50
Petersburgh to Weldon	Petersburgh.....	64	11,680 00
Weldon to Wilmington	Wilmington and Weldon	162	29,565 00
Wilmington to Florence.....	Wilmington, Columbia and Augusta.....	110	20,075 00
Florence to Charleston Junction	Northeastern Railroad of South Carolina.	95	17,337 50
Charleston Junction to Savannah....	Charleston and Savannah.....	108	19,062 00
Savannah to Jacksonville.....	Savannah, Florida and Western	172	30,358 00
Baltimore to Hagerstown	Western Maryland	87	15,758 50
Total expended			249,999 82
Amount unexpected			18

During the present year this service has been continued the same as during the past year, a statement of which was given in my last annual report.

The appropriation for special facilities for the present fiscal year is \$250,000. Clearly the appropriation is being used as Congress intended it should be at the time it was made, namely: to continue the fast mail service in operation during the past year, and to extend the fast mail service from Charleston Junction, South Carolina, to Jacksonville, Fla., and for the fast mail service from Baltimore to Hagerstown, Md. This makes an annual expenditure at the rate of \$251,799.50, but the appropriation for the present year is not exceeded owing to the fact that the extension from Charleston Junction to Jacksonville did not go into effect for payment until the 13th of July, and the amount allowed the Western Maryland Railroad is slightly less than the regular rate. In order to continue this service the appropriation for the next year should be \$251,799.50.

On the arrival of the fast mail at Florence, S. C., a train leaves that point at 2.40 a. m. for Columbia, S. C., and Augusta, Ga., arriving at the latter point at 10.30 a. m. Thus far the Department has been unable to make any arrangement to have this train arrive at Augusta earlier than 10.30 a. m. The train from Florence to Columbia is a regular one; undoubtedly the company would be willing to expedite it somewhat without additional compensation. If this train could be expedited so as to arrive at Augusta in time to connect the 7.40 a. m. train from Augusta to Atlanta, this mail would arrive at Augusta in time for the early delivery, and make an immediate connection for Atlanta, arriving there about 1 p. m. It would also make connection for Macon, arriving there much earlier than at present. By reason of such expedition, mail for the State of Georgia would be advanced.

Therefore, I would respectfully recommend that \$14,965 be added to the appropriation for special facilities, to be expended on the Charlotte, Columbia and Augusta Railroad, between Columbia, S. C., and Augusta, Ga. The compensation to this company for carrying the mails by weight is comparatively small, for the reason that the weight of mail carried on Southern routes is much less than on the Northern lines, and there is no comparison in the amount of compensation received, even though special facilities are added.

During the year the service has been very much improved in general, and this is especially true of some of the trunk lines. Formerly, the fast mail train that left New York on the New York Central Railroad was continued fast as far as Toledo, Ohio, where there was a delay of nearly three hours, and from that point to Chicago the cars were taken on a comparatively slow passenger train. Commencing Sunday, March 9, 1884, these cars have been run through to Chicago on a special fast mail train, arriving there at 12.35 a. m., making an average of about 35 miles an hour from New York to Chicago. The Hon. Postmaster-General made arrangements with the Chicago, Burlington and Quincy Railroad Company whereby fast service was established on that line, commencing Tuesday, March 11, 1884, between Chicago, Ill., and Union Pacific Transfer, Iowa, leaving Chicago at 3 a. m., and arriving at Omaha about 7 p. m. of the same day.

The Central and Union Pacific Railroad Companies, at the request of the Hon. Postmaster General, changed their schedules so that the mails arrived at San Francisco about 7.40 a. m., on the evening departure from New York, being five days and eleven hours in transit, which was a reduction in time in transit of a little more than one day from New York to San Francisco. However, since the arrangement went into operation, the Central Pacific Railroad Company have again changed their schedule so that the mail which did arrive at San Francisco at 7.40 a. m. now arrives at about 11.10 a. m.

It seems probable that the Hon. Postmaster General will soon be able to have the fast mail arrive at Omaha much earlier than it now does, and have a special carriers' delivery in the business part of the city immediately on arrival, before the close of the business day. This will also apply to Council Bluffs, Iowa, as that place can be reached earlier than Omaha.

With an earlier arrival it is probable that an earlier departure and sufficient expedition can be secured from the Union Pacific Railroad to have the mail arrive at San Francisco about 7 a. m. With the separation of the San Francisco city letter mail that is now made on the cars and the station at the foot of Market street, the city mail can be delivered immediately on arrival in sufficient time to get replies for the east bound mail of the same day, which will be equal to a saving of one day between the cities of New York and San Francisco.

The Hon. Postmaster-General also made an arrangement with the Chicago, Milwaukee and Saint Paul Railroad Company, commencing Thursday, March 13, 1884, to run a fast mail train, to leave Chicago at 3 a. m., arrive at Saint Paul at 3.30 a. m., and at Minneapolis at 4 p. m., which, taken in connection with the fast mail from New York to Chicago, makes a reduction of one day in the time in transit.

In all of the fast service established there was no increase in cost to the Department. The only compensation that the companies receive is that regularly allowed by law. It is, however, fair to say that it is probable that the companies feel satisfied with this arrangement for the reason that all through mails are thus massed on these lines, which gives them a much heavier mail than would be given them if it was carried on different lines or slower trains. The fast mail under the present schedule arrives at Saint Paul at 3.27 p. m. The question of an earlier arrival is under consideration, and there is a fair prospect of this being secured.

The Northern Pacific through-mail train for Portland, Oreg., leaves Saint Paul on the arrival of the fast mail, so that Portland gets its eastern mail one day earlier by reason of this fast service. Intermediate points

(Saint Paul to Portland) are benefited to as great an extent as Portland.

In addition to the fast mail on the Chicago, Burlington and Quincy Railroad, the Hon. Postmaster-General made arrangements with the Illinois Central Railroad Company whereby its schedule was changed so as to connect both north and south at Mendota, Ill., and their through train extended from Freeport, Ill., to Dubuque, Iowa, where it connects with a train for La Crosse, Wis. This makes a delivery of important mail north of Mendota, and a line passing south from that point connects with east and west lines as far south as Centralia, Ill., and serves the State of Illinois from six to eight hours earlier than was done prior to the establishment of this service.

The city mail for Saint Paul, Minn., is separated on the fast mail for carriers' delivery before arrival, and the mail is given to the carriers in their pouches at the depot, and delivered in nearly the entire business portion of the city before 4 p. m. This is the first office that has received its city mail at the depot and commenced the delivery at once without the delay necessary to go through the city post-office. The mail for Minneapolis, Minn., is also assorted on the cars, and the carriers begin the delivery immediately upon the arrival of the train.

The establishment of this fast mail system is a vast improvement over the old service on slow passenger trains that were subject to frequent delays and failures to connect. The mails are now carried on special mail trains that have the right of way over all others, and are rarely behind time. A record is kept in this office so that it is known exactly what time is being made from day to day.

The train from Boston that connects the fast mail at Albany leaves the former city at 6 p. m., after the arrival of all New England mail trains at Boston. There is a railway post-office on the train from Boston to Albany, so that there is continuous railway post-office service from Vanceborough, Me., to San Francisco, Cal., via Omaha and via Saint Paul to Portland and Astoria, Oreg., and Port Townsend, Wash. Ty., these being the most westerly points. This is one and the same line as far as Chicago, at which point one line diverges to the northwest, via Saint Paul, and the other continues west to San Francisco, via Omaha.

The time in transit is as follows:

BOSTON—To Buffalo, 15 hours; to Cleveland, 19 hours; to Toledo, 23 hours; to Chicago, 30 hours 30 minutes; to Milwaukee, 35 hours; to Saint Paul, 46 hours 30 minutes; to Minneapolis, 47 hours; to Portland, 5 days 18 hours.

NEW YORK—To Buffalo, 12 hours; to Cleveland, 16 hours 30 minutes; to Toledo, 20 hours; to Chicago, 27 hours 30 minutes; to Milwaukee, 32 hours; to Saint Paul, 40 hours 30 minutes; to Minneapolis, 41 hours; to Portland, 5 days 15 hours; to Dubuque, 37 hours; to Burlington, 35 hours; to Omaha, 46 hours; to San Francisco, 5 days 15 hours.

Formerly, the mail train was as a rule the slowest train on the line, but now the mails are being carried upon fast trains that do not stop at way stations, and the mail is thrown off and caught without slackening the speed of the train, so that each and every place is equally benefited.

There is another fast train that leaves New York at 4.35 a. m. and arrives at Chicago the following day at 10.11 a. m., making connection with all the great western lines leading out of the latter city.

There is still another system of fast mail service between New York, Pittsburgh, Chicago, Columbus, Indianapolis, Saint Louis, Cincinnati, and the South via lines leading from the last-named city. These trains leave New York in close connection with those from Boston at 4.35 a. m., 6 p. m., and 7.30 p. m. The morning run delivers mail at Chicago the next day at 10.20 a. m., where all important connections are made. It

arrives at Saint Louis the evening of the day after leaving New York, and makes all the connections, including that of the through line to Texas. This train also arrives at Cincinnati in time for an early morning delivery and makes connection with all lines out of that city.

The 7.30 p. m. train out of New York arrives at Pittsburgh the following day at 8.15 a. m.; Columbus at 3 p. m.; Cincinnati, 8 p. m.; Chicago and Saint Louis, 5.30 a. m. and 7.30 a. m., respectively, of the second day, being only 36 hours in transit to Saint Louis. At each of the last-named cities connections are made, so that there is continuous railway post-office service from Boston, New York, Philadelphia, and Washington, via Saint Louis, to San Antonio, Tex., Denver, Colo., and to San Francisco via the Southern Pacific Railroad. This system is large and important, serving a vast extent of country with a fast mail service.

There is also a double daily railway post-office line between Baltimore, Md., and Saint Louis, Mo., via Cincinnati, that carries a large mail and makes a Chicago connection at Grafton, W. Va. At Cincinnati and Saint Louis all connections are made for the South and West.

The extension of the Atlantic coast fast mail from Charleston Junction, S. C., to Jacksonville, Fla., where it arrives at 12 noon, is the perfection of a system that gives the coast-line cities quick and rapid communication, and this service is now practically a coast-line service from Halifax on the east to New Orleans, where it connects with a system of trains for Mexico and San Francisco.

The present time in transit is as follows:

Boston to Jacksonville, 41 hours 30 minutes; New York to Jacksonville, 31 hours 30 minutes; Washington to Jacksonville, 25 hours; Boston to New Orleans, 61 hours; New York to New Orleans, 50 hours; Washington to New Orleans, 44 hours 40 minutes.

West of Way Cross, Ga., the mail is carried on an ordinary passenger train, and arrives at New Orleans at 7.45 a. m.

This service should not only be continued, but extended and perfected, to the end that the people may have the advantages of a service that will continue to be of incalculable benefit to them.

During the year a railroad has been completed from El Paso, Tex., to Mexico City, Mexico, whereby mails are exchanged with that Republic with far greater facility than they have been heretofore.

In concluding this report I desire to express my thanks to all connected with the service for the prompt and efficient manner in which they have discharged their duties.

Very respectfully,

W. B. THOMPSON,
General Superintendent Railway Mail Service.

Hon. HENRY D. LYMAN,
Second Assistant Postmaster-General.

TABLE A^a.—Statement of railway post-offices in

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds</i>	
Abbotsford and Eau Claire, Wis.	6	65. 21	Abbotsford, Eau Claire, Wis. (Wis. and Minn.).	25026	65. 41	395	\$3, 691 08
Aberdeen and Mitchell, Dak.	6	129. 47	Aberdeen, Ashton, Dakota (Chi., Mil. and St. Paul).	35012 ¹	72. 72	174	1, 398 78
			Ashton, Mitchell, Dakota (Chi., Mil. and St. Paul).	35017	95. 88	609	6, 558 19
Addison, N. Y., and Gaines, Pa. ²	2	41. 48	Addison, N. Y., Gaines, Pa. (A. and No. Penn.).	6122	41. 25	200	1, 763 43
Adrian, Mich., and Fayette, Ohio.	9	33. 26	Adrian, Grosvenor, Mich. (L. S. and M. S.).	6052, (part)	(⁴)	.....	(⁴)
			Grosvenor, Mich., Fayette, Ohio (L. S. and M. S.).	24036 ⁵	24. 83	193	1, 061 98
Albany and Binghamton, N. Y.	2	143. 21	Albany, Binghamton, N. Y. (Del. and Hudson Canal Co., Susq. Div.).	6028	143. 23	1, 414	14, 695 39
<i>Albany and New York, N. Y.</i>	2	145. 35	Albany, New York, N. Y. (N. Y. C. and H. R.).	6011	(⁷)	.....	(⁷)
<i>Albany and Rochester, N. Y.</i>	2	252. 00	Albany, Syracuse, N. Y. (N. Y. C. and H. R.).	6011	(⁹)	.....	(⁹)
			Syracuse, Rochester, N. Y. (N. Y. C. and H. R., Aub. Div.).	6013	104. 00	4, 046	16, 361 28
Albany, Kingston, and New York, N. Y. ¹³	2	146. 27	Albany, New York, N. Y. (N. Y., West Shore and Buff.).	6129	142. 27	.....	Not fixed.
Albany and Thomasville, Ga.	4	58. 92	Albany, Thomasville, Ga. (S. F. and W. Rwy.).	15018, (part)	58.00 ¹⁵	381	5, 980 32
Albert Lea, Minn., and Angus, Iowa.	6	151. 53	Albert Lea, Minn., Angus, Iowa (Minn. and St. Louis).	26021 ¹⁶	151. 53	1, 168	13, 992 29
Albert Lea, Minn., and Burlington, Iowa.	6	253. 14	Albert Lea, Minn., Burlington, Iowa (Bur., C. Rap. and North.).	27001	253. 82	1, 451	26, 475 96
Albia, Iowa, and Moberly, Mo. ¹⁹	7	129. 87	Albia, Centreville, Iowa (W., St. L. and P.).	27060, (part)	26.73 ²⁰	168	1, 142 70
			Centreville, Iowa, Glenwood Junc., Mo. (W., St. L. and P.).	28015, (part)	(²¹)	.....	(²¹)
			Glenwood Junc., Moberly, Mo. (W., St. L. and P.).	28007, (part)	82.14 ²²	1, 395	8, 357 74
Albuquerque, N. Mex., and Needles, Cal. ²³	7	574. 87	Albuquerque, N. Mex., Needles, Cal. (A. and P.).	39003	574. 70	692	33, 016 51
Albuquerque, N. Mex., and El Paso, Tex. ²⁴	7	255. 69	Albuquerque, Rincon, N. Mex. (A., T. and S. F.).	38006, (part)	178.30 ²⁵	3, 854	27, 440 37
			Rincon, N. Mex., El Paso Tex. (A., T. and S. F.).	39004	77. 45	152	3, 310 98
Alexandria and Round Hill, Va.	3	50. 61	Alexandria, Round Hill, Va. (Wash., Ohio and Western).	11004	52. 20	411	2, 990 53
Alexandria and Strasburgh, Va.	3	88. 49	Manassas, Strasburgh, Va. (Man. Div. Va. Mid.).	11003	62. 55	406	3, 583 48
			Alexandria, Manassas, Va. (Va. Midland).	11002, (part)	(²⁷)	.....	(²⁷)
Allentown and Harrisburgh, Pa.	2	91. 66	Allentown, Harrisburgh, Pa. (E. P. and L. V. Brehs. P. and R.).	8073	89. 51	2, 062	11, 575 99

¹ Balance of route, Ellendale to Aberdeen, Dak. (37.40 miles), covered by closed pouches. (See Table C.) Service on this line was established this year.

² Formerly Addison and Westfield R. P. O.; increase, 13.90 miles, July 27, 1883.

³ Car in reserve.

⁴ Runs on route 6052, Adrian to Grosvenor, Mich. (7.60 miles). Shown in report of New York and Chicago R. P. O.

⁵ Balance of route (43.57 miles) covered by Trenton and Adrian R. P. O.

⁶ 1 helper Albany to Maryland, 70 miles, and return.

⁷ 142 miles covered by the New York and Chicago R. P. O. Double daily service, except Sundays, when a half round trip is performed.

⁸ 1 chief clerk superintendent's office, New York, N. Y.; 2 clerks superintendent's office, New York, N. Y.; 1 clerk to dormitory, New York P. O.; 4 clerks to transfer duty, Albany, N. Y.; 5 clerks to transfer duty, New York, N. Y.; 2 clerks to transfer duty, Troy, N. Y.; 1 clerk to transfer duty, Castleton, N. Y.

⁹ 147.50 miles covered by New York and Chicago R. P. O.

¹⁰ 1 reserve car.

¹¹ 2 helpers between Albany and Syracuse; 1 clerk to office superintendent, 2d division; 2 clerks to transfer duty at Rochester, N. Y.; 2 clerks to transfer duty at Syracuse, N. Y.; 1 clerk to Suspension Bridge and Buffalo R. P. O.

¹² Cars and clerks shown on route 6011.

peration in the United States on June 30, 1884.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft. In.	Ft. In.			
.....	July 1, 1883	9	20	10	20	6	40,822	2	15 0	7 8	1	1	1
.....	July 1, 1883	3	21	4	24	6	20,746	2	20 9	8 10	2	1	2
.....	Nov. 1, 1883	3	24	4	21	.....	60,302						
.....	Mar. 15, 1883	1	14	4	12	6	25,966	32	8 3	5 5	1	1	1
.....	Jan. 9, 1882	126	21.40	125	21.40	6	2,651	}	12 0	6 7	1	1	1
.....	Apr. 4, 1883	126	21.40	125	21.40	6	18,138						
.....	July 1, 1881	1	24	2	23	6	89,649	2	15 0	9 0	3	1	64
\$5,680 00	Jan. 9, 1882	4	27	1	39	6½	98,693	1	50 0		2	4	828
		28	30	32	29	6	90,990	1	15 5	8 8	2	2	
5,900 00	Jan. 9, 1882	21	29	30	26	6	92,126	103	50 0	0	4	2	116
4,160 00	Jan. 9, 1882	37	22	2	30	6½	70,808	(12)	.....	.....	(12)		
Not fixed.	.....	52	28	57	25	6	91,565	141	21 0	9 0	2	1	2
.....	July 1, 1880	6	19	5	18	6	36,884	1	14 8	8 3	1	1	1
.....	July 1, 1883	2	20	1	20	6	94,858	1	9 3	8 8	2	1	2
.....	July 1, 1883	2	24	1	23	6	158,466	173	9 4	9 0	4	1	186
.....	July 1, 1883	7	19	8	19	7	19,566	1	25 7½	7 7½	2	1	2
.....	.....	7	19	8	19	7	15,372	1	24 6	7 6			
.....	July 1, 1883	7	19	8	19	7	60,127						
.....	Apr. 16, 1884	1	20½	2	22	7	420,804	3	21 0	9 0	5	1	5
.....	July 1, 1882	101	20	102	19	7	130,472	1	14 0	9 0			
.....	July 1, 1882	101	23	102	17	7	56,693	2	21 3	9 4	3	1	3
.....	July 1, 1881	1	17.78	4	17.17	6	31,681	172	16 0	6 8	1	1	1
.....	July 1, 1881	56	20.70	57	19.58	6	37,810	1	41 0	8 9	2	1	2.
.....	.....	56	27.70	57	22.16	6	17,583	261	13 0	7 0			
.....	July 1, 1881	10	18	3	23	6	57,379	2	14 0	8 6	2	1	2
								281	14 0	8 6			

⁴³ Service established October 1, 1883.

¹⁴ Part baggage-car.

¹⁵ Balance of route (104.54 miles) covered by Waycross and Chattahoochee R. P. O.

¹⁶ Balance of route (108.73 miles) covered by Minneapolis and Albert Lea (Minn.) R. P. O.

¹⁷ One car in reserve.

¹⁸ Two helpers between Burlington and La Porte City, Iowa, 135 miles.

¹⁹ Reported last year as Ottumwa and Moberly; decrease distance, 1 mile.

²⁰ 67.97 miles of route 27060 covered by Des Moines, Percy and Albia R. P. O.

²¹ Distance on route 28015 (21 miles) covered by Keokuk and Centreville R. P. O.

²² 49.16 miles of route 28007 covered by closed pouch service between Ottumwa, Iowa, and Glenwood Junction, Mo. (See Table C.)

²³ Reported last year as Albuquerque and Williams; increased distance, 194.75 miles.

²⁴ Not reported last year; new service.

²⁵ 347 miles of route 38006, between La Junta and Albuquerque, covered by Kansas City and Albuquerque R. P. O., and 53.41 miles covered, between Rincon and Deming, by closed-pouch service. (See Table C.) Trains 101 and 102 between Rincon and El Paso.

²⁶ In reserve.

²⁷ 27.70 miles covered by Wash. and Char. R. P. O.

²⁸ Reserve car.

TABLE A².—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles, by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Allentown and Pawling, Pa.	2	43.82	Allentown, Eman's Junction, Pa. (E. P. Branch P. and R.).	8073	(¹)	.....	(¹)
			Eman's Junction, Perkio-men Junct'n, Pa. (Perkio-men).	8056	37.60	222	\$1,639 73
Alton Bay and Dover, N. H.	1	28.42	Alton Bay, Dover N. H. (Bos. and Maine).	1013	28.42	379	1,555 14
Annapolis Junction and Annapolis, Md.	3	21.09	Annapolis, Annapolis Junction, Md. (Annap. and Elk Ridge).	10007	21.11	524	1,407 82
Arcadia and Cherry Vale, Kans.	7	81.69	Arcadia, Cherry Vale, Kans. (K. C., Ft. S. and G.).	33024	73.94	335	3,856 72
			Weir Junc. (N. O.) Weir, Kans. (K. C., Ft. S. and G.).	33043 ⁵	3.88	.....	No pay fixed.
Ashland and Menasha, Wis.	6	251.55	Ashland, Menasha, Wis. (Wis. Central).	25017 ⁶	249.22	1,607	18,096 93
			(part)	(part)			
Ashland and Richardson, Ky. ⁸	5	50.36	Ashland, Richardson, Ky. (Chattaroi Ry.).	20027	50.36	263	2,208 84
Ashtabula, Ohio, and New Castle, Pa. ⁹	5	81.13	Harbor, Youngstown, Ohio. (Penn. Co.).	21044	63.95	192	2,733 86
			Youngstown, Cross Cut (Penn. Co.).	21035	18.82	353	997 64
			Cross Cut, New Castle, Pa. (Penn. Co.).	8029	(¹⁰)	.....	(¹⁰)
			(part)	(part)			
Ashtabula and Youngstown, Ohio. ¹¹	9	64.70	Ashtabula; Andover, Ohio (L. S. and M. S.).	8045	(¹²)	.....	(¹²)
			(part)	(part)			
			Andover, Youngstown, Ohio (L. S. and M. S.).	21062	38.89	705	2,826 52
Atchison and Lenora, Kans.	7	293.31	Atchison, Waterville, Kans. (C. Beh. U. P.).	33003	100.40	2,647	13,734 72
			(part)	(part)			
			Waterville, Greenleaf, Kans. (C. Beh. U. P.).	33021	13.62 ¹³	1,621	1,525 57
			Greenleaf, Concordia, Kans. (C. Beh. U. P.).	33022	42.05	2,235	5,500 98
			Concordia, Lenora, Kans. (C. Beh. U. P.).	33026	138.54	1,149	12,675 02
Atchison and Topeka, Kans.	7	51.20	Atchison, Topeka, Kans. (A. T. and S. F.).	33010	50.63 ¹⁵	9,081	8,692 66
			(part)	(part)			
Athens and Union Point, Ga.	4	40.48	Athens, to Union Point, Ga. (Ga. R. R.).	15007	40.95	304	2,030 71
Athol and Springfield, Mass.	1	48.34	Athol, Springfield, Mass. (Bos. and Albany).	3068	47.89	291	2,334 15
Atlanta Ga., and Birmingham, Ala. ¹⁷	4	167.38	Atlanta, Ga., and Birmingham, Ala. (Ga. Pacif. Ry.).	15042	166.76 ¹⁸	426	9,695 42
Atlanta and Macon, Ga....	4	103.81	Atlanta, to Macon, Ga. (Cent. R. R. of Ga.).	15012	103.80	2,619	14,199 84
Atlanta, Ga., and Montgomery, Ala.	4	175.68	Atlanta to West Point Ga. (Atl. and W. P.).	15003	86.60	5,137	14,883 07
			West Point, Ga., to Mont. gomery, Ala. (W. R. R. of Ala.).	17001	86.21	4,696	14,299 66
Atlanta and Savannah, Ga.	4	294.08	Atlanta, to Macon, Ga. (Cent. R. R. of Ga.).	15012	(²¹)	.....	(²¹)
			(part)	(part)			
			Macon, to Savannah, Ga. (Cent. R. R. of Ga.).	15010	193.44	767	14,554 42

¹ Six miles covered by Allentown and Harrisburgh R. P. O.² Reserve cars.³ Cars and clerks shown on route 8073; clerk records arrival and departure at Pawling by slips.⁴ Reserve car.⁵ Clerk runs from Weir Junction to Weir and return each way, thus doubling route 33043 each trip.

Balance of route covered by Menasha and Schleisingerville, Wis., R. P. O. (65.82 miles), and between Schleisingerville and Milwaukee, Wis.

(32.50 miles), by closed pouches. See Table "C C."

⁷ One clerk detailed to Chicago, Ill., and Portage, Wis., R. P. O.⁸ In report of 1883 Ashland and Peach Orchard, Ky.—Extended July 23, 1883.—Increased distance 3.70 miles.⁹ Service between Harbor and Ashtabula by closed pouches.¹⁰ Covered by lines of second division 2.23 miles, Erie and Pittsburgh R. P. O.¹¹ Runs on route 8045, Ashtabula to Andover, Ohio (24.50 miles).

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	.....	10	Miles. 34	5	Miles. 34	6	4,239	1 ²²	Ft. In. 11 0 8 8	Ft. In. 6 2 6 6	1	1	1
.....	July 1, 1881	10	22	5	22	6	23,192	(³)	.....	.....	(³)		
.....	July 1, 1881	252	24	257	24	6	17,791	1	11 1	6 7	1	1	1
.....	July 1, 1881	260	28	261	24	6	17,791	41	9 5	6 7			
.....	July 1, 1881	1	23.65	2	20.65	6	13,202	1	8 0	8 0	1	1	1
.....	July 1, 1883	31	20	32	20	7	54,127	1	18 1 $\frac{3}{4}$	8 10 $\frac{3}{4}$	1	1	1
.....	.....	31	20	32	20	7	5,670						
.....	Apr. 16, 1884	2	20	1	20	6	157,470	3	21 0	9 3	3	1	74
.....	July 23, 1883	42	12.34	43	12.49	6	31,478	1	10 0	6 10	1	1	1
.....	July 1, 1880	24	19.62	21	20.56	6	39,225	2	15 0	9 0	2	1	2
.....	July 1, 1880	24	21.39	21	23	.....	10,191						
.....	.....	24	28.80	21	28.80	.....	1,400						
.....	.....	10	14.77	5	25.96	6	15,337	1	17 4	9 0	1	1	1
.....	July 1, 1880	10	14.77	5	25.96	6	25,165						
.....	July 1, 1882	63	20	64	20	7	73,200	3	22 3	9 1	4	1	147
.....	July 1, 1882	63	20	64	20	7	10,516	1	29 4	9 4			
.....	July 1, 1882	63	20	64	20	7	30,744						
.....	July 1, 1882	63	20	64	20	7	101,242						
.....	July 1, 1883	1	22	2	22	7	37,474	162	13 5	9 4	1	1	1
.....	July 1, 1880	22	13	21	13	6	25,340	1	10 6	6 0	1	1	1
.....	July 1, 1881	6	22.89	1	19.08	6	30,260	1	10 11	6 4	1	1	1
.....	Jan. 1, 1884	1	24	2	24	7	122,187	163	15 0	8 6	2	1	2
.....	July 1, 1880	2	25	1	25	6	64,985	2	21 0	8 2	2	1	194
4,330 00	July 1, 1880	{ 50	29	51	29 }	7	64,146	4	49 1		5	2	2011
		{ 52	29	53	29 }	.....	64,146						
4,310 50	July 1, 1880	{ 50	29	51	29 }	7	64,100						
		{ 52	29	53	29 }	.....	64,100						
.....	.....	52	26	51	26	7	64,985	223 225	25 14 1	9 6 7	4	1	4
.....	July 1, 1880	52	26	51	26	.....	149,693	.....	.....	.....	.....	.....	.....

¹² Shown in report of Oil City and Ashtabula R. P. O.¹³ 7.00 miles of route 33.021 between Washington and Greenleaf, Kans., covered by closed pouch service. See Table C.¹⁴ 3 helpers between Atchison and Downs, Kans.¹⁵ 569.87 miles of route 33010 covered by Kansas City and Puebla R. P. O. Leavenworth and Topeka R. P. O. also runs over this line between Meriden Junction and Topeka, Kans., distance 11 miles.¹⁶ 1 reserve car.¹⁷ Reported last year as Atlanta and Anniston R. P. O.¹⁸ 10 miles between Birmingham and Coalburg, Ala., covered by locked pouches.¹⁹ 1 detailed as transfer clerk at Macon, Ga; 1 detailed to superintendent's office at Atlanta, Ga.²⁰ 1 detailed to superintendent's office at Atlanta, Ga.²¹ 103.80 miles covered by Atlanta and Macon R. P. O.²² 6 reserved cars.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Attica and Cuba, N. Y. . . .	2	59.37	Attica, Cuba., N. Y. (T. V. and Cuba).	6108	59.92	126	\$2,561 57
Auburn and Freeville, N. Y.	2	40.31	Auburn, Freeville, N. Y. (I. A. and W. Div. So. Cent.).	6076	39.70	158	1,697 17
Augusta and Atlanta, Ga. . .	4	171.59	Augusta to Atlanta, Ga. (Ga. R. R.).	15004	172.59	3,089	24,790 82
Augusta and Millen, Ga. . .	4	53.51	Augusta to Millen, Ga. (Cent. R. R. of Ga.).	15005	53.57	550	3,527 04
Augusta and Portland, Me. ⁴	1	63.39	Augusta, Portland, Me. (Me. Central.)	⁵⁶ (part)	(⁶)	-----	(⁶)
Augusta, Ga., and Port Royal, S. C.	4	112.52	Augusta, Ga., Port Royal, S. C. (P. R. and Aug.).	14010	110.77	336	5,777 76
Au Sable and Alger Junction, Mich. ⁷	9	45.89	Au Sable, Alger Junction, Mich. (Det., B. C. and Alpena).	24057	47.35	616	3,946 58
Austin, Minn., and Mason City, Iowa.	6	40.74	Austin, Minn., Mason City, Iowa (Chi., Mil. and St. Paul).	26012	41.29	652	2,894 84
Babylon and New York . . .	2	37.40	Babylon, Long Island City, N. Y. (Long Island).	6093	(⁸)	-----	(⁸)
Baldwin and Grand Rapids, Mich. ¹⁰	9	74.70	Baldwin, Grand Rapids, Mich. (Chi. and West Mich.)	24026	73.98	505	4,462 02
Baltimore and Williamsport, Md.	3	94.12	Baltimore, Williamsport, Md. (W. Md.).	10006	93.20	788	7,092 52
Baltimore, Md., and Bristol, Tenn.	3	477.57	Baltimore, Hagerstown, Md. (W. Md.).	10006 (part)	(¹²)	-----	(¹²)
			Hagerstown, Md., Roanoke, Va. (Shen. Val.).	11021	239.86	2,095	30,972 19
			Roanoke, Va., Bristol, Tenn. (N. and W.).	11013 (part)	(¹⁴)	-----	(¹⁴)
Baltimore, Md., and Grafton, W. Va.	3	293.75	Baltimore, Md., Grafton, W. Va., B. and O.).	10003 (part)	293.75 ¹⁵	16,055	88,909 31
Baltimore, Md., and Lexington, Va.	3	244.53	Baltimore, Md., Harper's Ferry, W. Va. (Balto. and Ohio).	10017	81.13	641	5,688 02
			Harper's Ferry, W. Va., Lexington, Va. (Balto. and Ohio).	12001	165.54	1,489	17,616 62
Baltimore, Md., and Washington, D. C.	3	43.37	Bay View Junction, Washington, D. C. (B. and P.).	10013	(¹⁸)	-----	(¹⁸)
Bangor, Me., and Boston, Mass.	1	245.90	Bangor, Portland, Me. (Me. Central).	6	137.72	14,507	37,444 69
			Portland, Me., Boston, Mass. (Eastern).	3001	109.08	24,603	41,502 75
Bangor, Me., and Boston, Mass. (short run).	1	57.78	Portsmouth, N. H., Boston, Mass. (Eastern).	²¹ 3001 (part)	(²²)	-----	(²²)

¹ 1 reserve car. Clerk records arrival and departure at Cuba by slips.² 1 reserve car.³ 1 detailed as transfer clerk at Augusta, Ga.⁴ This clerk runs in connection with Skowhegan and Portland R. P. O. clerks.⁵ Balance of route covered by Bangor and Boston R. P. O., 74.78 miles.⁶ Covered by Bangor and Boston R. P. O., 62.94 miles.⁷ Established April 18, 1884.⁸ 37 miles covered by Sag Harbor and New York R. P. O. (long run).⁹ Clerks stated in Sag Harbor and New York R. P. O.¹⁰ Reported last year as White Cloud and Grand Rapids R. P. O. Extended to Baldwin, Mich., February 20, 1884, increasing 26.85 miles.¹¹ In reserve.¹² 86.60 miles covered by Baltimore and Williamsport R. P. O.¹³ 1 acting clerk.¹⁴ 152.16 miles covered by Lynchburgh and Bristol R. P. O.¹⁵ Balance of route shown on Grafton and Wheeling R. P. O., 100.55 miles.¹⁶ 2 helpers between Baltimore and Washington Junction; 2 detailed to office general superintendent of railway mail service; 2 detailed to office superintendent third division of railway

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	July 1, 1883	32	Miles. 16	31	Miles. 15	6	37,165	12	Ft. 8	In. 5 3	1	1	1
	Aug. 7, 1881	23	15	24	13	6	25,734	1	7 2	6 6	1	1	1
\$4,314 75	Apr. 1, 1883	1	24	2	23	14	250,521	23	25 4	8 8	3	1	37
		3	18	4	18			2	15	9 2	3	1	
	July 1, 1880	18	15	17	17	6	33,497	1	10 8	8 5	1	1	1
		44	24.19	25	23.43	6	39,682	1	15 0	6 7	1	1	1
	July 1, 1880	1	18	2	18	7	82,139	33	10 4	6 10	2	1	2
	Jan. 15, 1884	1	18.20	4	18.20	6	5,966	1	11 3	6 6	1	1	1
	July 1, 1883	19	26	20	26	6	25,503	1	12 1	9 2	1	1	1
		14	25	33	25	6	23,412	1	12 4	6 0	1	(9)	....
	Feb. 20, 1884	38	21.17	37	21.17	6	35,694	1	13 0	8 0	1	1	1
	July 1, 1881	17	20.29	18	19.92	6	58,919	1	19 6	8	2	1	2
2,165 00		1	28.08	10	28.08	7	63,875	111	10 6	8 2	6	1	138
5,997 25	July 1, 1881	1	23.93	10	26.40	7	174,777	112	40 2	9 0			
3,804 00		1	26.90	10	29.12	7	109,975	2	44 6	9 0			
35,250 00	July 1, 1881	2	34.04	3	40.59	7	214,738	1	15 0	8 4			
								2	43 7	8 8	2	1	....
		4	42.18	1	38.41	7	214,738	1	48 0	9	4	2	1634
		6	41.08	5	42.03	7	214,738	1	50 8	6 0			
								2	51 8	9 0			
								1	50 0	8 6			
								2	48 0	9 0	4	1	
								1	50 0	8 6			
								1	48 0	8 9			
								172	50 0	8 6			
								173	50 0	8 6			
	July 1, 1881	14	24.04	13	21.06	6	51,401	172	51 0	8 9	4	1	4
	Mar. 19, 1884	14	21.06	13	22.06	6	101,675	2	18 0	0			
		57	25.56	52	26.90	6	27,150	2	21 0	9 0			
13,772 00	July 1, 1881	64	24.83	7	24.10	6	85,931	4	14 7	8 7	1	1	1
10,908 00	July 1, 1881	2	22.45	71	21.01	7	100,481	201	60 0	9 1	4	3	1935
		64	24.51	7	18.83	6	68,002	201	40 0	9 0	4	3	
		2	23.20	71	25.48	7	79,517						
	July 1, 1881	44	24.39	53	25.29	6	36,170	231	19 6	8 6	2	(24)	(25)
								1	19 5	8			

mail service; 4 detailed to Post Office Department; 2 transfer clerks at Washington, D. C.; 3 transfer clerks at Baltimore, Md.; 1 transfer clerk at Cumberland, Md.; 1 chief clerk at Baltimore, Md.; 1 acting clerk.

¹⁷ All reserve cars; all of the 48 feet long by 9 feet wide cars are owned by O. and M. R. R. Co.

¹⁸ 45.20 miles covered by New York and Washington R. P. O.

¹⁹ 3 clerks on Bangor and Boston (short run), 57.78 miles—two weeks on and one off duty; 4 clerks as short stops between Boston, Mass., and Portland, Me., 108.80 miles (2 on day and 2 on night train); 2 clerks detailed as transfer clerks (1 at Portland and 1 at Augusta, Me.); 1 clerk

detailed as chief clerk at Portland, Me.; 1 clerk detailed to office superintendent Boston, Mass.

²⁰ Reserve car.

²¹ Balance of route covered by Bangor and Boston R. P. O., 52.18 miles.

²² Covered by Bangor and Boston R. P. O., 56.90 miles.

²³ These cars are also used by the North Conway and Portsmouth R. P. O.

²⁴ There are 3 clerks on this line; 2 crews; 2 clerks to a crew (two weeks on and one off duty), the clerk in charge running as second clerk part of the time.

²⁵ Shown in column No. 20 Bangor and Boston R. P. O.

TABLE Aⁿ.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Bangor and Bucksport, Me.	1	19.24	Bangor, Bucksport, Me. (Me. Central).	13	19.41	584	\$1,311 13
Batavia and Buffalo, N. Y.	2	47.39	Batavia, Tonawanda, N. Y. (T. B. and C. Div., N. Y. C. and H. R.).	6014 (part)	36.00	196	1,539 00
			Tonawanda, Buffalo, N. Y. (N. Y. C. and H. R.).	6016	(²)	.....	(²)
Bath and Lewiston, Me.	1	28.47	Bath, Brunswick, Me. (Me. Central).	11	(⁴)	.....	(⁴)
			Brunswick, Lewiston, Me. (Me. Central).	63 (part)	15.03	729	1,105 16
Bayard and New Philadelphia, Ohio.	5	32.39	Bayard, New Philadelphia, Ohio (Penn. Co.).	21008	32.39	415	1,855 62
Bay City and Detroit, Mich.	9	109.57	Bay City, Detroit, Mich. (Mich. Central).	24013	107.78	2,653	14,744 30
<i>Bay City and Jackson, Mich.</i>	9	115.00	Bay City, Jackson, Mich. (Mich. Central).	24009 ¹⁰ (part)	114.51	1,207	11,455 58
Bay City, Wayne and Detroit, Mich.	9	121.41	Bay City, East Saginaw, Mich. (F. and P. M.).	24048	13.21	1,088	1,174 63
			East Saginaw, Wayne, Mich. (F. and P. M.).	24015 (part)	(¹³)	.....	(¹³)
			Wayne, Detroit, Mich. (Mich. Central).	24006 (part)	(¹⁴)	.....	(¹⁴)
Beardstown and Shawneetown, Ill.	6	228.35	Beardstown, Shawneetown, Ill. (Ohio and Miss.).	23033	229.08	397	12,926 98
Belfast and Burnham, Me.	1	33.95	Belfast, Burnham, Me. (Me. Central).	4	33.95	455	2,061 10
Bellaire and Zanesville, Ohio.	5	112.57	Bellaire, Zanesville, Ohio (Bell., Zanes. and Cin.).	21063	112.57	243	4,991 15
Bellevue and Cascade, Iowa	6	36.32	Bellevue, Cascade, Iowa (Chi., Mil. and St. Paul).	27053	36.29	164	1,551 40
Beloit and Solomon City, Kans.	7	57.83	Beloit, Solomon City, Kans. (Solomon).	33025	57.83	372	3,164 45
Belvidere, N. J., and Philadelphia, Pa.	2	102.54	Manunka Chunk, Trenton, (Bel. Del. Div. Penna.).	7008	67.85	888	5,453 10
			Trenton, N. J., Philadelphia, Pa. (N. Y. Div. Penn.).	7004	(²⁰)	.....	(²⁰)
Bement and Effingham, Ill.	6	62.26	Bement, Shumway, Ill. (Wab., St. L. & Pac.).	223066 (part)	52.60	834	4,092 80
			Shumway, Effingham, Ill. (Wab., St. L. & Pac.).	23063	8.75	314	441 43
Bennington, Vt., and Chatham, N. Y.	2	57.79	Bennington, Vt., Chatham, N. Y. (Lebanon Springs).	6054	57.80	387	3,212 52
Benson & Nogales, Ariz.	8	88.04	Benson, Nogales, Ariz. (New Mex. and Arizona).	40002	88.43	271	4,158 86
Benton Harbor, Mich., and Anderson, Ind.	5	164.97	Benton Harbor, Mich., Anderson, Ind. (Cin., Wab. and Mich.).	22022	166.81	435	9,841 79
Berlin and Salisbury, Md.	2	23.86	Berlin, Salisbury, Md. (Wico Poco).	10009 (part)	23.62	145	1,009 75
Bethany Junction, Iowa, Grant City, Mo.	6	44.28	Bethany Junction, Iowa, Grant City, Mo. (Chi., Bur. and Q'cy).	2527006 (part)	44.23	685	3,176 60

¹ 50 miles covered by Canandaigua and Batavia R. P. O.² 11.12 miles covered by Suspension Bridge and Buffalo R. P. O.³ Cars and clerks shown on route 6,014.⁴ Covered by Rockland and Brunswick R. P. O., 9.14 miles.⁵ Reserve car.⁶ Balance of route covered by Farmington and Lewiston R. P. O., 36.36 miles, and closed pouch service between Leeds Junction and Lewiston, 16.50 miles. (See Table C^o).⁷ One line daily except Sunday. The other daily

to May 18, 1884; since then daily except Sunday.

⁸ One clerk detailed from Mackinaw City and Bay City R. P. O.⁹ Double service daily except Sunday.¹⁰ Balance of route (181.18 miles) covered by Mackinaw City and Bay City R. P. O.¹¹ Runs on route 24015, East Saginaw to Wayne, Mich. (90.50 miles), and in connection with Ludington and Toledo R. P. O. gives double service between these points daily except Sunday. Also runs on route 24006, Wayne to Detroit, Mich. (18.16 miles).

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			<i>Miles.</i>		<i>Miles.</i>				<i>Ft. in.</i>	<i>Ft. in.</i>			
.....	July 1, 1881	100	16.11	101	16.11	6	12,044	1	15 6	7 5	1	1	1
.....	July 1, 1881	104	17.35	105	16.58	6	12,044						
.....	July 1, 1881	1	12	2	13	6	22,731	1	6 0	6 0	1	1	1
.....	.....	1	15	2	15	6	6,936	³⁾			³⁾		
.....	.....	55	20.88	62	20.88	6	7,068	1	16 0	6 7	1	1	1
.....	.....	65	20.88	74	20.88	6	7,068	⁵ 1	15 9	6 7			
.....	July 1, 1881	55	11.64	62	21.15	.....	10,755						
.....	.....	65	19.40	74	21.15	.....	10,755						
.....	July 1, 1880	51	21.60	52	21.60	6	20,276	1	14 10	8 4	1	1	1
.....	Apr. 4, 1883	202	25.41	203	25.41	6	78,671	1	16 1	8 10	⁸ 2	1	3
.....	.....	204	25.41	201	25.41	6	68,591	2	15 6	9 4	2	1	
\$1,134 70	Oct. 1, 1883	72	24.47	73	21.41	6	71,990	1	16 10	8 7	3	1	3
.....	.....	74	21.41	71	22.84	6	71,990	1	17 0	8 11			
.....	Apr. 4, 1883	5	25.86	2	28.39	6	3,991	1	20 0	8 10	2	1	(¹²)
.....	Apr. 4, 1883	5	25.86	2	28.39	6	56,653						
.....	Apr. 4, 1883	5	25.86	2	28.39	6	11,368						
.....	July 1, 1883	¹⁵ 20	18	21	19	6	96,404	1	¹⁵ 16 7 ¹ / ₂	9 3	4	1	4
.....	.....	¹⁶ 22	17	23	18	6	46,542	1	¹⁵ 16 3	9 4 ¹ / ₂			
.....	.....							1	¹⁶ 14 4	9 6			
.....	.....							1	¹⁷ 14 3	8 11			
.....	July 1, 1881	87	16.55	86	17.26	6	21,252	1	14 0	7 0	1	1	1
.....	.....	89	14.70	88	18.91	6	21,252	1	¹⁸ 12 0	7 0			
.....	Dec. 15, 1883	22	10.39	23	10.23	6	52,633	2	12 0	7 8	2	1	2
.....	July 1, 1883	25	9	26	9	6	22,736	1	7 2	5 10	1	1	1
.....	.....							¹⁷ 1	12 7	7 6			
.....	July 1, 1882	142	12	141	12.50	7	42,231	1	14 0	8 0	1	1	1
.....	July 1, 1881	573	28	554	29	6	42,507	1	15 6	8 2	1	1	1
.....	.....							¹⁸ 2	12 0	6 2			
.....	.....	49	25	54	25	6	21,682	(²¹)			(²¹)		
.....	July 1, 1883	85	15	84	15	6	33,497	1	15 0	9 8	1	1	1
.....	July 1, 1883	85	15	84	15	6	5,478						
.....	July 1, 1881	4	16	5	21	6	36,177	1	10 0	6 2	1	1	1
.....	Nov. 20, 1882	1	11.84	2	11.97	7	64,445	¹⁷ 3	20 0	9 2	2	1	²³ 2
.....	Apr. 1, 1883	1	25.16	2	24.43	6	136,265	2	15 0	9 0	2	1	2
.....	July 1, 1881	1	17	2	13	6	14,937	1	9 1	8 7	1	1	1
.....	July 1, 1883	41	20	42	20	6	27,719	1	11 0	7 1	1	1	1

¹² Clerks appointed to Ludington and Toledo R. P. O.¹³ Shown in report of Ludington and Toledo R. P. O.¹⁴ Shown in report of Detroit and Chicago R. P. O.¹⁵ Beardstown to Flora.¹⁶ Flora to Shawneetown.¹⁷ One reserve.¹⁸ Reserve car.¹⁹ In report of 1883 Bellaire and Woodsfield, Ohio, extended October 1, 1883, to Summerfield; increased distance 17.29 miles. Extended December 15, 1883, to Zanesville, Ohio; increased distance 52.62 miles.²⁰ 32.64 miles covered by New York and Washington R. P. O.²¹ Cars and clerk shown on route 7008.²² Balance of route (152.86 miles) covered by Chicago, Decatur, Ill., and Saint Louis, Mo., R. P. O., and between Shumway and Altamont, Ill. (10.53 miles) by closed pouches. See Table "C. C."²³ See Colton and National City R. P. O. for additional clerk.²⁴ Balance of route, 7.06 miles, covered by closed pouch service. See Table Cc.²⁵ Balance of route (50.45 miles) covered by Chariton, Iowa, and Albany, Mo., R. P. O.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
Bethlehem and Philadelphia, Pa.	2	157.60	Bethlehem, Philadelphia, Pa. (N. P. Div. P. and R.).	8004	56.52	<i>Pounds.</i> 2,926	\$7,973 84
Big Rapids and Detroit, Mich. ⁶	9	190.70	Big Rapids, Ionia, Mich. Det., Lans. and Northern). Ionia, Detroit, Mich. (Det. Lans. and Northern).	24016 24017 (part)	68.09 (6)	439	4,424 48 (6)
Big Rapids and Holland, Mich. ⁷	9	91.63	Big Rapids, Muskegon, Mich. (Chi. & West Mich.). Muskegon, Holland, Mich. (Chi., and West Mich.).	24022 24021 ⁸ (part)	56.14 35.50	352 1,264	2,975 98 3,430 01
Billings and Helena, Mont.	6	240.25	Billings, Helena, Mont. (North Pac.).	26001 ⁹ (part)	238.50	1,392	No pay fixed.
Binghampton and New York, N. Y.	2	209.20	Binghamton, N. Y., Washington, N. J. (Del., Lack. and West'n). Danville, Washington, N. J. (Del., Lack. and West'n). Hoboken, Danville, N. J. (Del., Lack. and West'n).	8019 ¹¹ (part) 7013 7028	139.36 (12) 34.17	1,504 (12) 2,048	14,894 80 (12) 4,148 57
Bismarck, Dak., and Glendive, Mont. ¹⁴	6	220.96	Bismarck, Dak., Glendive, Mont. (North Pac.).	26001 ¹⁵ (part)	220.70	1,392	22,796 10
Blanchard and Oldtown, Me.	1	64.03	Blanchard, Oldtown, Me. (Bang. and Piscataquis).	14	64.03	953	5,310 64
Bloomington and Roodhouse, Ill.	6	110.75	Bloomington, Roodhouse, Ill. (Chic. and Alton).	23018	111.27	1,811	13,319 02
Bluffs, Ill., and Hannibal, Mo.	6	50.01	Bluffs, Ill., Hannibal, Mo. (Wab., St. L. and Pac.).	23025	50.01	1,643	5,644 12
Boone and Des Moines, Iowa.	6	43.30	Boone, Des Moines, Iowa. (St. L., Des M. and North.).	27081	43.30	190	1,851 07
Boonville and Versailles, Mo. ²⁰	7	44.69	Boonville, Versailles, Mo. (Mo. Pac.).	28008	44.69	250	2,063 34
Boston Corners and Poughkeepsie, N. Y. ²¹	2	38.06	Boston Corners, Poughkeepsie, N. Y. (Pough., Hart. and Bost.).	6079 (part)	38.33	177	1,628 61
<i>Boston, Mass., and Albany, N. Y.</i>	1	203.25	Boston, Mass., Albany, N. Y. (Bos. and Albany).	3025	202.06	38,986	107,803 05
<i>Boston, Mass., and Albany, N. Y. Short run.</i>	1	99.44	Boston, Springfield, Mass. (Bos. and Albany).	3025 ²⁶ (part)	(27)	.....	(27)
Boston, Clinton, and Fitchburgh, Mass.	1	59.48	Boston, South Framingham, Mass. (Bos. and Albany). South Framingham, Fitchburgh, Mass. (Old Colony).	3025 ²⁹ (part) 3051 ³¹ (part)	(30) 34.72	 894	(30) 2,790 45
Boston, Mass., and Greenville, N. H.	1	60.33	Boston, Ayer, Mass. (Fitchburgh). Ayer, Mass., Greenville, N. H. (Fitchburgh).	3021 ³² (part) 3024	(33) 23.83	 466	(33) 1,466 97

¹ Distance run on trains 1, 10, and 14, 57.60 miles.² Inward train, two (2) clerks; outward train, one (1) clerk.³ Clerk shown on train 1.⁴ Reserve car.⁵ Runs on route 24017, Ionia to Detroit, Mich. (122.73 miles), and with Howard and Detroit R. P. O. gives double service between these points daily except Sunday.⁶ Shown in report of Howard City and Detroit R. P. O.⁷ In connection with Muskegon and Allegan R. P. O. gives double service between Muskegon and Holland, Mich. (35.50 miles) daily except Sunday.⁸ 44.99 miles of route covered by Pentwater and Muskegon R. P. O. and 127.69 miles of route covered by Grand Rapids and La Crosse R. P. O.⁹ Balance of route (1,040.54 miles) covered by St.

Paul, Minn., and Bismarck, Dak., Bismarck, Dak., and Glendive, Mont., Glendive and Billings, Mont., and Helena, Mont., and Spokane Falls, Wash. T'y R. P. Os. This line was reported last year as Billings and Livingston, Mont., R. P. O. Increased distance ran this year 124.33 miles.

¹⁰ These cars run through to Portland, Oregon, from St. Paul, Minn.¹¹ Balance of route (5.20 miles) covered by closed pouch service. See Table C^c.¹² 33.48 miles covered by New York, Dover and Easton R. P. O.¹³ Cars and clerks shown on route 8019.¹⁴ This line was reported last year as Bismarck, Dak., and Billings, Mont., R. P. O. Divided this year into Bismarck, Dak., and Glendive, Mont., and Glendive and Billings, Mont., R. P. O.'s.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crews.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.				
			<i>Miles.</i>		<i>Miles.</i>				<i>Ft. In.</i>	<i>Ft. In.</i>			
.....	July 1, 1881	8	28	1	25	6	36,072	1	15 0	8 4	1	²²	3
		14	25	.....	.....	3	17,986	1	15 0	8 4	(³)		
		10	36	15	24	6	36,072	1	15 0	8 4	1	1	
								⁴¹	15 0	8 4			
.....	Sept. 15, 1880	4	21.48	7	21.48	6	42,586	2	20 0	8 10	3	1	3
.....	Sept. 15, 1880	4	21.48	7	21.48	6	76,791						
.....	Apr. 4, 1883	30	20.15	31	14.51	6	34,743		11 0	9 0	2	1	2
.....	Apr. 4, 1883	30	20.15	13	14.51	6	22,617						
.....	July 1, 1883	1	21	2	22	7	175,863	¹⁰²	24 0	9 2	4	1	4
.....	July 1, 1881	2	26	1	24	6	87,979	2	20 0	9 0	3	2	6
.....	.....	2	28	1	28	6	20,899	(¹³)	.....	.....	(¹³)		
.....	July 1, 1881	2	26	1	26	6	22,092	(¹³)	.....	.....	(¹³)		
.....	July 1, 1883	1	20	2	20	7	161,743	¹⁶²	24 0	9 2	4	1	4
.....	July 1, 1881	4	18.84	1	19.32	6	40,082	1	14 0	9 0	1	1	1
								¹⁷¹	10 0	9 0			
.....	July 1, 1883	6	21	5	21	6	69,329	¹⁸¹	40 0	8 11½	2	1	2
								¹⁹¹	19 6	9 2			
.....	July 1, 1883	43	25	42	25	6	31,306	1	12 0	9 6	1	1	1
.....	July 1, 1883	2	19	1	19	6	27,106	1	7 6	5 9	1	1	1
.....	July 1, 1883	50	11	51	11	6	27,975	1	10 4	7 5	1	1	1
.....	July 1, 1881	3	12	2	14	6	23,826	1	9 3	6 10	1	1	1
								¹⁷¹	7 2	6 10			
\$13,639 05	July 1, 1881	1	25.26	32	26.07	6	127,234	1	27 10	8 7	²²⁴	3	²³ 37
								²⁴¹	28 6	8 6			
		49	28.53	56	28.32	6½	138,007	2	56 7	8 9	²⁵⁴	4	
								¹⁷¹	27 7	8 7			
1,726 02	July 1, 1881	109	23.67	24	26.30	6	62,249	1	27 9	8		2	(²⁸)
.....	July 1, 1881	7	22.73	443	24.48	6	13,997	1	14 0	6 0	1	1	1
								¹⁷¹	14 0	6 6			
.....	July 1, 1881	7	26.83	443	25.30	.....	23,237						
.....	July 1, 1881	74	25.38	137	24.88	6	22,848	1	8 9	6 3	1	1	1
								¹⁷¹	15 10	8 11			
.....	July 1, 1881	74	23.53	137	19.60	6	14,917						

¹⁵ Balance of route (1,058.34 miles) covered by Saint Paul, Minn., and Bismarck, Dak., Glendive and Billings, Mont., Billings and Helena, Mont., and Helena, Mont., and Spokane Falls, Wash. T'y, R. P. O's.

¹⁶ Cars run through from Saint Paul to Portland, Oreg.

¹⁷ Reserve car.

¹⁸ Whole car.

¹⁹ Reserve.

²⁰ Not reported last year; new service.

²¹ Formerly Millerton and Poughkeepsie R. P. O. Decrease 6.60 miles July 26, 1883, which are covered by State Line and Rhinecliff, R. P. O.

²² A. M. run.

²³ Four clerks on Boston and Albany R. P. O. short run, 99.44 miles. One clerk detailed as chief clerk Boston, Mass.; 2 clerks detailed to office Superintendent, Boston, Mass.; 2 clerks as short stops on Boston and Albany R. P. O. short run.

²⁴ Parts of car.

²⁵ P. M. run.

²⁶ Balance of route covered by Boston and Albany R. P. O., 103.43 miles. These clerks record arrival and departure at depot at Springfield, Mass.

²⁷ Covered by Boston and Albany R. P. O., 98.63 miles.

²⁸ Shown in column No. 20, Boston and Albany R. P. O.

²⁹ Balance of route covered by Boston and Albany R. P. O., 180.85 miles.

³⁰ Covered by Boston and Albany R. P. O., 21.21 miles.

³¹ Balance of route covered by Lowell and Taunton R. P. O., 37.16 miles, and closed pouch service between Taunton and New Bedford, 20.88 miles. (See Table C.)

³² Balance of route covered by Boston and Troy R. P. O., 69.64 miles.

³³ Covered by Boston and Troy R. P. O., 36.07 miles.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Boston, Mass., and Hopewell Junction, N. Y.	1	215.23	Boston, Mass., Willimantic, Conn. (N. Y. and N. Eng.). Willimantic, Conn., Hopewell Junction, N. Y. (N. Y. and N. Eng.).	3034 5007 ² (part)	85.80 129.08	8,308 755	\$17,679 94 15,682 54
Boston, Mass., and Hopewell Junction, N. Y. Short run.	1	118.30	Boston, Mass., Willimantic, Conn. (N. Y. and N. Eng.). Willimantic, Hartford, Conn. (N. Y. and N. Eng.).	3034 5007 ⁵ (part)	(³) (⁶)	.....	(³) (⁶)
Boston, Mass., Nashua and Keene, N. H.	1	96.22	Boston, Lowell, Mass. (Bos. and Low.). Lowell, Mass., Nashua, N. H. (Bos. and Low.). Nashua, Greenfield, N. H. (Bos. and Low.). Greenfield, Keene, N. H. (Man. and Keene).	3016 3073 1011 1017	(⁷) (⁹) 26.59 29.84	 715 172	(⁷) (⁹) 1,932 56 1,275 66
<i>Boston, Mass., and New York, N. Y. Short run.</i>	1	135.73	Springfield, Mass., New York. (N. Y., N. H. and Hart.).	5005	(¹⁰)	.....	(¹⁰)
Boston, Mass., and Providence, R. I.	1	45.06	Boston, Mass., Providence, R. I. (Bos. and Prov.).	3035	(¹³)	.....	(¹³)
<i>Boston, Mass., Providence, R. I., and New York, N. Y.</i>	1	233.07	Boston, Mass., Providence, R. I. (Bos. and Prov.). Providence, R. I., New London, Conn. (N. Y., Prov., and Bos.). New London, New Haven, Conn. (N. Y., N. H., and H.). New Haven, Conn., New York, N. Y. (N. Y., N. H., and H.).	3035 4002 5004 5005 ¹⁷ (part)	44.19 62.10 51.71 (¹⁸)	16,352 17,626 17,714	9,256.92 13,858 23 11,760 40 (¹⁸)
<i>Boston, Springfield, Mass., and New York, N. Y.</i>	1	235.17	Boston, Springfield, Mass. (Bos. and Albany). Springfield, Mass., New York, N. Y. (N. Y., N. H., and H.).	3025 ¹⁹ (part) 5005	(²⁰) 135.59	 55,873	(²⁰) 91,352 40

¹ On the a. m. run west there are 2 clerks to Waterbury, Conn., the second clerk stopping there and returning with Boston and Hopewell Junction short run next morning. On the Boston and Hopewell Junction short run there are 5 clerks: 1 on p. m. west to Hartford, Conn., and 2 on a. m. east, the clerk in charge doubles the road every day—every other week off; the second clerk runs two-thirds of the time (4 clerks on Boston and Hopewell Junction R. P. O.; 5 clerks on Boston and Hopewell Junction short run); 1 clerk detailed as transfer clerk, Boston, Mass.; 1 clerk detailed as transfer clerk, Hartford, Conn.

² Balance of route covered by Providence and Willimantic R. P. O., 58.50 miles. These clerks register at depot at Hopewell Junction, N. Y.

³ Covered by Boston and Hopewell Junction R. P. O., 85.80 miles.

See foot-notes Boston and Hopewell Junction R. P. O.

⁵ Balance of route covered by Boston and Hopewell Junction R. P. O., 92.07 miles, and Providence and Willimantic R. P. O., 58.50 miles.

⁶ Covered by Boston and Hopewell Junction R. P. O., 31.50 miles.

⁷ Covered by Saint Albans and Boston R. P. O., 26.02 miles.

⁸ Reserve car.

⁹ Covered by Saint Albans and Boston R. P. O., 14.77 miles.

¹⁰ Covered by Boston, Springfield and New York R. P. O., 135.59 miles.

¹¹ Shown in column 20, Boston, Springfield and New York R. P. O. These clerks register at depot at Springfield and New York. Four clerks as short stops, New York to Springfield and return, 3 days, and New York to Wallingford and return, 3 days.

¹² Reserve car.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	July 1, 1881	47	<i>Miles.</i> 28.92	32	<i>Miles.</i> 27.82	6	53,710	1	<i>Ft. In.</i> 18 2	<i>Ft. In.</i> 8 11	4	1	(11)
	Mar. 6, 1882	47	26.16	32	27.36	.....	81,022	1	21 8	9 3			
		61	24.05	66	25.44	6	54,336	1	18 2	8 11	2	(4)	(4)
		61	21.97	66	25.20	.....	19,719	1	17 4	9 0			
		21	25.09	276	28.35	6	16,132	1	14 2	7 0	2	1	2
		21	25.07	276	20.29	.....	9,090	81	13 5	6 10			
	July 1, 1881	21	23.56	276	25.47	.....	16,489						
	July 1, 1881	21	22.72	276	22.15	.....	18,523						
\$4,806 66		34	30.16	5	25.13	6	84,966	1		8 6	4	2	(11)
								1	34 8	8 6			
		a. m.	27.78	a. m.	25.62	6	28,207	121	31 0	8 8	2	1	153
		p. m.	26.40	p. m.	24.00	6	28,207	141	14 6	5 9			
3,402 63	July 1, 1881	A	31.05	B	29.32	7	32,684	2	55 0	8 8	4	4	1520
3,105 00	July 1, 1881	A	25.59	B	31.47	7	45,794						
3,878 25	July 1, 1881	A	29.12	B	21.72	7	38,188						
4,659 62		A	29.64	B	29 48	7	53,941						
9,863 00		2113	32.87	11	33.24	6	61,742	2	55 0	8 8	4	4	2265
		75	39.71	39	38.67	14	72,197	(23)			4	241	
		2563	30.03	69	29.43		72,197	2	54 6	8 8	4	5	
13,559 00	July 1, 1881	13	25.60	11	33.93	6	85,475	261	35 4	8 7			
		75	38.59	39	39.34	14	99,947						
		63	29.29	69	29.82		99,947						

¹³ Covered by Boston, Providence and New York R. P. O., 44.19 miles.

¹⁴ The a. m. south and p. m. north use 2 cars, 1 on a. m. south run and 1 on p. m. north run.

¹⁵ One clerk detailed to office superintendent, Boston, Mass.

¹⁶ These clerks register at depot at New York, N. Y. One clerk detailed as transfer clerk, Boston, Mass.; 1 clerk detailed as transfer clerk, Providence, R. I.; 1 clerk detailed as transfer clerk, New London, Conn.; 1 clerk detailed as transfer clerk, Saybrook Junction, Conn.

¹⁷ Balance of route covered by Boston, Springfield and New York R. P. O., 62.36 miles.

¹⁸ Covered by Boston, Springfield and New York R. P. O., 73.23 miles.

¹⁹ Balance of route covered by Boston and Albany R. P. O., 103.43 miles.

²⁰ Covered by Boston and Albany R. P. O., 98.63 miles.

²¹ A. M. run.

²² These clerks register at depot at New York, N.

Y. Eight clerks detailed to Boston and New York, short run; 4 clerks detailed to Boston and New York, as short stops (see foot-notes and columns No. 18 and 19, that line); 1 clerk detailed as chief clerk, New York, N. Y.; 2 clerks detailed as chief clerks, Boston, Mass.; 4 clerks detailed to office of superintendent, Boston, Mass.; 1 clerk detailed as transfer clerk, New Haven, Conn.; 1 clerk detailed as transfer clerk, Hartford, Conn.; 2 clerks detailed as transfer clerks, Springfield, Mass.; 1 clerk detailed as transfer clerk, Worcester, Mass.; 1 clerk detailed as transfer clerk, Boston, Mass.; 2 clerks on day line between Hartford, Conn., and Boston, Mass., that work Boston City letters. There are two vacancies on this line, but the crews are filled by other clerks on the line.

²³ No apartment; mail worked in baggage car.

²⁴ 4.30 P. M. messenger.

²⁵ P. M. run.

²⁶ Reserve car.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
<i>Boston, Mass., and Troy, N. Y.</i>	1	191.04	Boston, Greenfield, Mass. (Fitchburg).	3021	105.71	<i>Pounds.</i> 14,037	\$21,782 60
			Greenfield, North Adams, Mass. (Fitchburg).	3022	37.12	13,030	7,236 17
			North Adams, Mass., Troy, N. Y., (Troy and Bos.).	6067	48.46	14,494	9,873 72
<i>Boston and Wellfleet, Mass..</i>	1	106.56	Boston, South Braintree, Mass. (Old Colony).	3038	11.36	6,821	2,156 24
			South Braintree, Middleboro', Mass. (Old Colony).	3039 ⁶ (part)	23.09	1,258	2,309 92
			Middleboro', Wellfleet, Mass. (Old Colony).	3041 ⁷ (part)	71.94	1,891	8,857 25
Bowie and Pope's Creek, Md.	3	49.14	Bowie, Pope's Creek, Md. (Pope's Creek Br. B. and P.).	10014	49.14	461	2,983 28
<i>Bowling Green, Ky., and Memphis, Tenn.</i>	5	264.14	Bowling Green, Ky., Memphis, Tenn. (L. and N.).	20008	263.20	6,481	49,057 84
Branch Junction and Pittsburgh, Pa.	2	70.86	Branch Junction, Blairsville, Pa. (W. P. Div., Pa.).	8042	(⁹)	.....	(⁹)
			Blairsville, Allegheny, Pa. (W. P. Div., Pa.).	8039	68.04	736	5,002 97
Branchville and Waterloo, N. J.	2	22.02	Branchville, Branchville Junction, N. J. (Sussex).	7048	6.63	70	283 43
		¹⁴ 12.68	Branchville, Waterloo, N. J. (Sussex).	7025 (part)	¹² 14.86	195	635 26
Brattleboro', Vt., and Palmer, Mass.	1	56.33	Brattleboro', Vt., Miller's Falls, Mass. (Ct. Vermont).	3062	21.39	2,715	2,944 54
			Miller's Falls, Palmer, Mass. (Ct. Vermont).	3061	34.98	580	2,362 89
Bremond and Cisco, Tex...	7	197.66	Bremond, Cisco, Tex. (H. and T. C.).	31005 (part)	¹⁵ 197.60	575	13,177 94
Brewster and New York, N. Y. ¹⁸	2	62.19	Brewster, New York, N. Y. (N. Y. City and N. and M. Elevated).	6017	54.70	314	2,759 61
<i>Bristol and Chattanooga, Tenn.</i>	3	242.21	Bristol, Chattanooga, Tenn. (East Tenn., Va., and Ga.).	19002	242.10	4,471	39,537 35
Brunswick and Albany....	4	171.73	Brunswick, Albany, Ga. (B. and W.).	15023	172.39	238	6,633 56
Buda and Yates City, Ill...	6	48.35	Buda, Elmwood, Ill. (Chic., Burl. and Q'cy).	23072	45.37	307	2,249 89
			Elmwood, Yates City, Ill. (Chic., Burl. and Q'cy).	23009	(²¹)	.....	(²¹)
Buena Vista and Gunnison, Colo.	7	73.47	Buena Vista, Gunnison, Colo. (D., S. P. and P.).	38005 ²² (part)	(²³)	.....	(²³)
			Nathrop, Gunnison, Colo. (D., S. P. and P.).	38014 (part)	65.40	385	3,634 93
Buffalo, N. Y., and Emporium, Pa. ²⁴	2	121.55	Buffalo, N. Y., Emporium, Pa. (Buff. Div. Buff., N. Y. and Phila.).	6058	123.00	809	9,464 85

¹ These clerks register at depot, Troy, N. Y. 1 clerk detailed as transfer clerk, Boston, Mass.; 1 clerk as short stop between North Adams, Mass., and Troy, N. Y., 47.88 miles.

² 18 round trips per week to January 2; 12 round trips from that time (two trains taken off).

³ Reserve car; all parts of cars.

⁴ 1 clerk detailed as transfer clerk, Boston, Mass.; 1 clerk as short stop between Boston and Buzzard's Bay; daily average 92.06 miles. These clerks register at depot, Wellfleet, Mass.

⁵ Reserve car.

⁶ Balance of route covered by closed-pouch service between Middleboro' and Newport, 38.16 miles.

⁷ Balance of route covered by closed-pouch service, 14.36 miles. (See Table C^c.)

⁸ 1 clerk detailed as transfer clerk, Jackson, Tenn.; 1 clerk detailed as transfer clerk, Milan, Tenn.

⁹ 2.80 miles covered by Indiana and Branch Junction R. P. O.

¹⁰ Cars and crews shown on route 8042.

¹¹ Reserve cars.

¹² Balance of route (9.9 miles) covered by closed-pouch service. (See Table C^c.)

¹³ Car and clerk shown on route 7048.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
\$1,982 06	July 1, 1881	54	<i>Miles.</i> 23.03	33	<i>Miles.</i> 27.66	6	66,124	1	<i>Ft. In.</i> 30 0	8 3	4	2	18
		34	27.30	43	25.33	6	66,124	1	17 0	8 8	4	2	
						(²)	33,587	31	16 11	8 5			
696 00	July 1, 1881	54	26.10	33	24.44	.....	23,187	31	17 6	6 2			
		34	28.51	43	22.24	.....	23,187	31	15 10	8 9			
						(²)	11,778	31	15 0	6 6			
908 62	July 1, 1881	54	27.36	33	24.97	.....	30,285	31	18 0	6 6			
		34	26.59	43	26.11	.....	30,285						
						(²)	15,384						
142 00	July 1, 1881	19	24.12	136	25.98	6	7,111	2	20 6	9 2	4	2	410
		87	33.78	54	30.70	6	7,111	51	21 5	8 7			
288 62	July 1, 1881	19	19.23	136	23.47	.....	14,561						
		87	28.27	54	27.70	.....	14,561						
1,078 75	July 1, 1881	19	23.02	136	21.20	.....	45,034						
		87	23.28	54	21.63	.....	45,034						
.....	July 1, 1881	96	11.25	95	10.63	6	30,761	1	9 11	8 9	1	1	1
7,896 00	July 1, 1880	3	25.15	2	19.69	7	193,339	2	45 0	9 0	4	2	810
		3	18	2	18	6	1,688	1	17 0	8 6	1	1	1
.....	July 1, 1881	3	20	2	25	6	42,672	(¹⁰)	.....	.....	(¹⁰)		
.....	July 1, 1881	204	19	201	19	6	4,084	1	8 0	5 0	1	1	1
								112	6 6	3 6			
.....	July 1, 1881	204	20	201	22	6	9,698	(¹³)	.....	.....	(¹³)		
		200	23	209	23	146	7,940	(¹³)	.....	.....	(¹³)		
.....	July 1 1881	44	23.32	33	26.25	6	13,590	1	10 6	6 5	1	1	1
.....	July 1, 1881	44	22.57	33	23.86	6	21,672						
.....	Jan. 18, 1883	1635	17	36	17	7	72,344	3	17 8	9 4	3	1	3
		33	17	34	17	7	72,344	171	14 0	8 10			
.....	Sept. 15, 1882	12	25	1	22	6	38,931	1	8 10	6 10	1	1	1
12,105 00	July 1, 1880	1	24.06	2	25.80	7	176,813	3	39 6	8 9	4	2	1
		3	25.46	4	26.54	7	176,813	192	.....	.....	4	2	
.....		1	19	2	20	6	107,503	2	14 6	8 8	2	1	204
.....	July 1, 1883	155	13	156	12	6	28,389	1	11 9	6 10	1	1	1
.....		155	13	156	12	(⁶)	1,878	1	13 7½	7 1			
.....		287	12	288	12	7	5,343	1	14 11	7 6	1	1	1
.....	May 26, 1884	287	12	288	12	7	48,437						
.....	July 1, 1881	2	24	9	23	6	76,091	1	19 0	9 6	2	1	2
								51	18 0	9 0			

¹⁴ Short run between Newton and Waterloo.¹⁵ 33.44 miles covered by closed-pouch service between Albany and Cisco, Tex. (See Table C^e.)¹⁶ Trains 35 and 36 between Bremond and Waco and 33 and 34 between Waco and Cisco.¹⁷ Reserve at Bremond.¹⁸ Clerk runs 10 miles from One hundred and fifty-fifth street to Park Place, New York, N. Y., on Metropolitan Elevated R. R.¹⁹ See Lynchburg and Bristol R. P. O.; same cars in use on both lines.²⁰ 1 clerk detailed as transfer clerk, Way Cross, Ga.; 1 clerk detailed as transfer clerk, Albany, Ga.²¹ Distance (3 miles) covered by Peoria and Galesburgh, Ill., R. P. O.²² 14.04 miles of route 38014, between Gunnison and Castleton, Colo., covered by closed-pouch service. (See Table C^e.)²³ Distance (7.30 miles) covered by Denver and Leadville R. P. O.²⁴ Clerks record arrival and departure at Emporium by slips. Larabee and Clermont clerk runs as helper to Olean, N. Y.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
Buffalo and Jamestown, N. Y.	2	68.79	Buffalo, Jamestown, N. Y. (Buff. and S. W. Div. N. Y., L. E. and W.).	6091	69.73	531	\$4,531 05
Buffalo, N. Y., and Pittsburgh, Pa. ²	2	273.10	Buffalo, N. Y., Corry, Pa. (Pitts. Div. Buff., N. Y. and Phila.).	6061	93.91	855	7,386 96
			Corry, Oil City, Pa. (Pitts. Div. Buff., N. Y. and Phila.).	8025 (part)	345.60	474	2,807 14
			Oil City, Pittsburgh, Pa. (Allegheny Val.)	8041	132.08	2,142	17,165 11
Buffalo and West, N. Y. ⁶ ...	2	49.56	Buffalo, West, N. Y. (Roch. and Pitts.).	6130	49.28	306	2,443 79
Bureau and Peoria, Ill.	6	47.03	Bureau, Peoria, Ill. (Chic. R. Isl'd and Pac.).	23016	47.03	1,419	4,825 27
Burlington and Brighton, Iowa. ⁸	6	56.69	Burlington, Mediapolis, Iowa. (Burl., C. Rap. and North.).	27001 (part)	(⁹)	.....	(⁹)
			Mediapolis, Winfield, Iowa (Burl. and No. West.).	27035 ¹⁰ (part)	18.99	197	811 82
			Winfield, Brighton, Iowa (Burl. and No. West.).	27082 ¹¹ (part)	22.40	78	946 60
<i>Burlington and Council Bluffs, Iowa.</i>	6	291.00	Burlington, U. P. Transfer, Iowa (Chi., Burl. and Q'cy).	27005	291.48	37,031	121,314 24
Burlington, Iowa, and La Clede, Mo.	6	181.34	Burlington, Iowa, La Clede, Mo. (Chi., Burl. and K. City).	27008 ¹⁵ (part)	181.80	1,110	16,322 00
Burlington, Iowa, and Quincy, Ill.	6	72.00	Burlington, Iowa, Quincy, Ill. (Chi., Burl. and Q'cy.).	23011	73.09	314	3,687 39
Burlington, Iowa, and St. Louis, Mo. ¹⁷	6	214.19	Burlington, Keokuk, Iowa (Chi., Burl. and Q'cy.).	27011	43.44	1,397	4,420 02
			Keokuk, Iowa, St. Peters, Mo. (St. L., Keo. and No. West.).	28018 ¹⁸ (part)	137.97	1,690	15,807 22
			St. Peters, St. Louis, Mo. (Wab., St. L. and Pac.).	28004 (part)	(¹⁹)	.....	(¹⁹)
Burnet and Austin, Tex. ...	7	60.95	Burnet, Austin, Tex. (A. and N. W.).	31038	60.95	408	3,491 82
Butler and Freeport, Pa. ...	2	21.46	Butler, Freeport, Pa. (W. P. Div. Penna.).	8053	22.14	421	1,287 21
Cable and Hudson, Wis.	6	123.02	Cable, Hudson, Wis. (Chi., St. P., Minn. and O.).	25028 ²² (part)	122.82	591	6,637 19
<i>Cadillac, Mich., and Fort Wayne, Ind.</i> ²³	9	240.76	Cadillac, Mich., Fort Wayne, Ind. (Gd. Rap. and Ind.).	24018 ²⁴ (part)	143.23	1,351	11,462 69
<i>Cairo and New Orleans, La.</i>	4	552.52	Cairo, Ill., to New Orleans, La. (Ill. Cent.).	18001	550.47	3,542	92,840 76
Cairo and West Point, Miss. R. P. O.	4	260.68	Cairo, Ill., to West Point, Miss. (M. and O.).	18004 ²⁵ (part)	263.39	1,320	17,252 79
Cairo, Ill., and Poplar Bluff, Mo.	7	74.50	Cairo, Ill., Poplar Bluff, Mo. (St. L., M. and S.).	28027	74.50	612	4,076 64

¹ Relieved every third week by Dunkirk and Titusville clerk.² Formerly Buffalo and New Castle R. P. O.; by re-establishment of Stoneboro, and New Castle R. P. O. (decrease 35.66 miles); by consolidation with Oil City and Pittsburgh R. P. O., increase 132.08 miles.³ 49.52 miles covered by Irvine and Oil City R. P. O.⁴ Cars and clerks shown on route 6061.⁵ 2 helpers from Pittsburgh to Oil City and return, week on and week off.⁶ Established December 12, 1883.⁷ One reserve car.⁸ This line was reported last year as Burlington and Washington, Iowa, R. P. O. Increased distance run this year, 19.17 miles.⁹ Distance (15.33 miles) covered by Albert Lea, Minn., and Burlington, Iowa, R. P. O.¹⁰ Balance of route, Winfield to Washington (18.64 miles), covered by closed pouches. (See Table C^c.)¹¹ Balance of route, Brighton to Martinsburgh (25.27 miles), covered by closed pouches. (See Table C^c.)¹² Fast mail.¹³ 5 clerks detailed to this line: 1 from Chariton, Iowa, and Albany, Mo., R. P. O.; 1 from Clinton and Anamosa, Iowa, R. P. O.; 1 from Des Moines and Keokuk, Iowa, R. P. O.; 1 from Morning Sun and Oskaloosa, Iowa, R. P. O.; and 1 from West Liberty and Council Bluffs, Iowa, R. P. O. Two helpers on fast mail between Burlington and Afton (180 miles) and 1 helper on day line between Burlington and Albia (100 miles), 4 days per week.¹⁴ Night line.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedule).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1881	1	<i>Miles.</i> 23	4	<i>Miles.</i> 22	6	43,062	1	<i>Ft. In.</i> 15 0	<i>Ft. In.</i> 9 0	1	1	¹ 1
.....	July 1, 1883	1	24	6	24	6	59,478	2	18 0	8 4	4	1	⁵ 6
.....	July 1, 1881	1	27	6	24	6	28,454	(⁴)	.....	.....	(⁴)		
.....	July 1, 1881	2	25	1	26	6	83,028	(⁴)	.....	.....	(⁴)		
.....	Dec. 12, 1883	7	22	8	24	6	31,025	⁷ 2	15 0	8 10	1	1	1
.....	July 1, 1883	1	27	2	28	6	29,441	1	20 0	9 4	1	1	1
.....	.....	1	19	2	24	6	9,578	2	8 0	7 0	1	1	1
.....	July 1, 1883	1	19	2	19	6	11,888						
.....	July 1, 1883	1	19	2	19	6	14,022						
\$40,807 20	Mar. 11, 1884	¹² 7 ¹⁴ 1 3	28 23 24	4 2 4	23 23 23	6 7 1	182,166 213,012 91,083	3	60 1	9 3	¹² 4 ¹⁴ 4	3 1	¹³ 14
.....	Apr. 1, 1884	1	23	2	22	6	113,519	¹⁶ 1 2	13 6 13 7	9 3½ 8 10	3	1	3
.....	July 1, 1883	181	20	182	20	6	45,072	1	15 4	8 10	1	1	1
.....	July 1, 1883	171	25	174	25	6	27,193	1	24 0	9 6	4	1	4
.....	July 1, 1881	171	21	174	21	6	86,369	1	20 0	9 0			
.....	.....	171	20	174	24	6	20,521						
.....	Sept. —, 1882	2	13½	4	15	6	38,156	²⁰ 2	8 10	7 10	1	1	1
.....	July 1, 1881	21	30	22	19	6	13,456	1	8 7	5 3	1	1	1
.....	.....	23	23	24	21	6	13,456	(²¹)	.....	.....	(²¹)		
.....	Apr. 16, 1884	21	20	22	17	6	77,010	1	22 1	9 3½	2	1	2
3,310 72	Apr. 4, 1883	8	18.70	7	17.45	6	150,715	1 2	22 0 22 0	9 3 8 10	3	1	(²⁵)
13,761.75	July 1, 1880	1			24	7	403,340	4 ⁷ 1	45 2 44 11	9 4 9 2	²⁶ 6 ²⁸ 3	2 1	²⁷ 22
.....	May 22, 1882	2	22	1	22	7	190,296	³⁰ 6 21	21	8 10	4	1	³¹ 5
.....	July 1, 1883	681	15	682	17	6	46,637	1	12 10	6 4	2	1	2

¹⁵ Balance of route, La Clede to Sumner, Mo. (10.31 miles), covered by closed pouches. (See Table Cc.)

¹⁶ Reserve.

¹⁷ This line was reported last year as Burlington and Keokuk, Iowa, and Keokuk, Iowa, and Saint Louis, Mo., R. P. O.'s; these consolidated form present line.

¹⁸ Balance of route (49.10 miles) covered by Mount Pleasant and Keokuk, Iowa, R. P. O.

¹⁹ Distance (32.20 miles) covered by Saint Louis, Moberly, and Kansas City, Mo., R. P. O.

²⁰ One car held in reserve.

²¹ Double daily service, Sunday excepted; car and clerk shown on trains 21 and 22.

²² Balance of route, Bayfield to Cable (58.62 miles), covered by pouch service. (See table Cc.)

²³ In connection with Grand Rapids and Cincinnati and Mackinaw City and Grand Rapids R. P.

O.'s gives double service between Cadillac, Mich., and Fort Wayne, Ind. (240 miles), daily, except Sunday.

²⁴ Balance of route (225.86 miles) covered by Mackinaw City and Grand Rapids R. P. O.

²⁵ Clerks appointed to Mackinaw City and Kalamazoo route.

²⁶ North Division, Cairo, Ill., to Jackson, Miss.

²⁷ 5 helpers; 1 detailed as chief clerk at New Orleans, La; 1 detailed as transfer clerk at Jackson, Miss.

²⁸ South Division, Jackson, Miss., to New Orleans, La.

²⁹ Balance of route shown on West Point and Mobile R. P. O., 232.50 miles.

³⁰ Cars run through to Mobile, over West Point and Mobile R. P. O.; 2 reserve cars.

³¹ One detailed as transfer clerk, Corinth, Miss.

TABLE A^a.—Statement of railway post-offices in operation

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						<i>Pounds.</i>	
Cairo, Ill., and Pine Bluff, Ark. ¹	7	-----	-----	-----	-----	-----	-----
Cairo, Ill., and Texarkana, Ark. ²	7	422.47	Bird's Point, Mo., Texarkana, Ark. (T. and St. L.).	28051	419.05	226	\$5,573 95
Calistoga and Vallejo, Cal..	8	44.87	Calistoga, Vallejo Junction, Cal. (Cal. and Pacific).	46008	43.87	465	3,075 72
Calmar, Iowa, and Chamberlain, Dak.	6	399.02	Calmar, Iowa, Marion, Dak. (Chi., Mil. and St. P.).	27025 ⁵	288.40	1,949	30,953 00
			Marion, Chamberlain, Dak. (Chi., Mil. and St. P.).	35002	111.88	480	6,983 54
Calmar and Davenport, Iowa.	6	165.70	Calmar, Davenport, Iowa, (Chi., Mil. and St. P.).	27027	165.70	951	13,743 16
Camak and Macon, Ga.	4	78.59	Camak, Macon, Ga. (Ga. R. R.).	15021	78.59	611	5,375 55
Cambridge City and Madison, Ind.	5	108.91	Cambridge City, Columbus, Ind. (Penn'a Co.).	22011	63.58	160	2,718 04
			Columbus, Madison, Ind. (P., C. and St. L. Ry.).	22006	45.90	450	2,747 11
Cambridge Junction and Burlington, Vt.	1	34.47	Cambridge Junction, Burlington, Vt. (Burl. & La-moille).	2014	34.47	652	1,473 59
Cameron, Plattsburgh, Mo., and Atchison, Kans.	7	63.42	Cameron, Atchison Junction, Mo. (C., R. I. and P.).	27017	34.50 ¹¹	1,980	4,395 30
			Atchison Junction, Mo., Atchison, Kans. (C., R. I. and P.).	28032	29.45	1,126	2,669 05
Cameron, St. Joseph, Mo., and Atchison, Kans.	7	56.10	Cameron, St. Joseph, Mo. (H. and St. J.).	28005	36.28 ¹³	7,455	5,707 57
			St. Joseph, Mo., Atchison, Kans. (H. and St. J.).	28030	21.79	1,030	1,881 78
Canandaigua and Batavia, N. Y.	2	50.17	Canandaigua, Batavia, N. Y. (T. B. and C. Branch N. Y. C. and H. R.).	6014	50.00 ¹⁴	196	2,137 50
Canandaigua and Elmira, N. Y.	2	69.17	Canandaigua, Elmira, N. Y. (Northern Cent.).	6063	69.79	1,614	7,757 15
Canastota and Elmira, N. Y.	2	118.76	Canastota, Cortland, N. Y. (Elm., Cort. and Northern.)	6080	49.08	543	3,231 42
			Cortland, Elmira, N. Y. (Elm., Cort. and Northern.)	6075	70.96	609	5,400 05
Canton and Mechanics' Falls, Me.	1	27.79	Canton, Mechanics' Falls, Me. (Rumford Falls and Buck. R. R.).	19 ²⁰	27.84	15	1,380 57
Canton and Sherodsville, Ohio. ²¹	5	48.77	Canton, Sherodsville, Ohio (Connotton Valley.)	21009	48.14 ²²	84	2,140 30
Carbondale and Scranton, Pa. ²³	2	17.46	Carbondale, Scranton, Pa. (Del. and Hud. Canal Co.).	8018	17.57	512	1,126 76
Carroll and Mapleton, Iowa. ²⁵	6	64.52	Carroll, Maple River, Iowa. (Chi. and No. West.).	23003	(²⁶)	-----	(²⁶)
			Maple River, Mapleton, Iowa. (Chi. and No. West.).	27038	60.33	422	3,507 59
Cayuga and Ithaca, N. Y. . .	2	39.11	Cayuga, Ithaca, N. Y. (Cayuga Brch. Geneva, Ith. and Sayre.)	6089	39.15	282	1,874 50

¹ See Cairo and Texarkana R. P. O.² This line is divided at Pine Bluff, Ark., into Cairo and Pine Bluff R. P. O. (270.71 miles), and Pine Bluff and Texarkana R. P. O., 151.76 miles.³ Clerks register at Cairo, Ill., post-office, 3 miles from Bird's Point, Mo. Reported last year as Cairo and Jonesborough. Increased distance, 295.97 miles.⁴ 1 car held in reserve.⁵ Balance of route (63.0 miles) covered by Marion and Running Water, Dak., R. P. O.⁶ East Division, Calmar to Sanborn, Iowa.⁷ One short stop between Calmar and Charles City, Iowa, 47 miles.⁸ West Division, Sanborn, Iowa, to Chamberlain, Dak.⁹ Reserve.¹⁰ Reserve car.¹¹ 280.90 miles of route 27017 covered by Davenport and Cameron R. P. O., and 20.66 miles covered by closed-pouch service between Atchison Junction, Mo., and Leavenworth, Kans. See Table Cc.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft. In.	Ft. In.			
.....	July 1, 1883	1	16	2	16½	7	309,248	44	23 0	8 6	5	1	35
.....	July 1, 1881	25	23.92	26	21.46	6	28,088	2	10 0	8 10	1	1	1
.....	July 1, 1883	27	23.92	28	21.46	6	28,088	4	22 0	9 3	64	1	78
.....	July 1, 1883	1	21	2	21	6	180,538	4	22 0	9 3	64	1	78
.....	July 1, 1882	1	22	2	22	6	69,248	.....	.....	.....	83	1	.....
.....	July 1, 1883	2	18	1	20	6	103,728	1	20 1	8 11	3	1	8
.....	July 1, 1880	17	16	18	15	6	49,197	1	15 10	7 4	1	1	1
.....	July 1, 1880	104	21.13	103	22.40	6	39,444	1	13 0	7 2	2	1	2
.....	July 1, 1880	104	21.07	103	21.88	6	28,733	1	15 7	8 3	2	1	2
.....	July 1, 1881	2	24.00	1	22.66	6	21,578	1	10 10	8 4	2	1	2
.....	July 1, 1883	1	21	2	24	7	24,463	1	8 6	6 10	1	1	1
.....	July 1, 1883	1	21	2	24	7	21,960	101	6 10	6 0	1	1	1
.....	July 1, 1883	61	19	62	19	7	24,961	1	15 0	9 0	2	1	123
.....	July 1, 1883	61	19	62	19	7	16,104	1	14 4	9 3	1	1	1
.....	July 1, 1881	5	25	2	23	6	31,407	153	5 9	6 0	1	1	1
.....	July 1, 1881	8	24	7	27	6	43,301	164	15 0	8 7	171	1	1
.....	July 1, 1881	4	23	1	22	6	30,515	1	18 0	7 0	2	1	2
.....	July 1, 1881	4	23	1	25	6	43,828	181	10 6	7 0	.....	.....	.....
.....	July 1, 1881	4	23	1	25	6	43,828	(19)	.....	.....	(19)	.....	.....
.....	July 1, 1882	.....	19.41	.....	20.62	6	17,396	1	10 0	6 9	1	1	1
.....	July 1, 1880	29	20.92	32	20.23	6	30,530	1	19 6	7 6	1	1	1
.....	July 1, 1881	12	17	1	17	6	10,953	1	8 10½	6 6½	1	1	1
.....	July 1, 1881	14	17	13	17	6	10,953	101	8 9	6 6½	1	1	1
.....	July 1, 1881	16	17	15	17	6	10,953	(24)	.....	.....	(24)	.....	.....
.....	July 1, 1881	73	13	74	10	6	2,629	(24)	.....	.....	(24)	.....	.....
.....	July 1, 1883	73	13	74	13	6	37,760	1	12 2	7 5	1	1	1
.....	July 1, 1881	15	23	8	21	6	24,483	1	10 4	7 0	1	1	1
.....	July 1, 1881	15	23	8	21	6	24,483	101	15 0	9 8	1	1	1

¹² 1 helper; through clerks alternate in such duty.¹³ 171.51 miles of route 28005 covered by Quincy and Kansas City R. P. O.¹⁴ 36 miles covered by Batavia and Buffalo R. P. O.¹⁵ Two reserve cars.¹⁶ Three reserve cars.¹⁷ Relieved every third week by an Elmira and Williamsport clerk.¹⁸ One reserve car.¹⁹ Cars and clerks shown on route 6080.²⁰ Balance of route covered by closed-pouch service between Canton and Gilbertville, 163 miles.²¹ Formerly part of Cleveland and Sherodsville R. P. O.; run of clerks changed July 3, 1883.²² Balance of route (60 miles) shown on Cleveland and Coshocton R. P. O.²³ Triple service daily, Sundays excepted.²⁴ Cars and clerks shown on trains 12 and 1.²⁵ This line was reported last year as Maple River and Mapleton, Iowa, R. P. O. Increased distance run this year, 4.21 miles.²⁶ Distance (4.20 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O.

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						<i>Pounds.</i>	
Caseville and Pontiac, Mich. ¹	9	100.73	Caseville, Pontiac, Mich. (Pontiac, O. and Pt. A.).	24064	100.73	241	\$4,565 08
<i>Cedar Rapids and Council Bluffs, Iowa.</i>	6	270.77	Cedar Rapids, U. P. Transfer, Iowa. (Chi. and No. West.).	23003 ² (part)	270.40	18,324	45,313 63
Cedar Rapids, Iowa, and Worthington, Minn.	6	253.42	Cedar Rapids, Iowa, Worthington, Minn. (Burl., C. Rap. and North.).	27003	253.42	561	15,911 34
Central City and Nebraska City, Nebr.	6	151.20	Central City, York, Nebr. (Bur. and Mo. Riv. in Nebr.).	34011	42.01	564	2,801 65
			York, Nebraska City, Nebr. (Bur. and Mo. River in Nebr.).	34005 ³ (part)	109.85	575	7,325 89
<i>Centralia and Cairo, Ill....</i>	6	112.79	Centralia, Cairo, Ill. (Illinois Central).	23020 ⁴ (part)	113.43	7,733	18,155 60
Centreville and Humeston, Iowa.	6	41.34	Centreville, Humeston, Iowa (Wab., St. L. and Pac.).	28015 ⁵ (part)	41.34	382	2,297 57
Chambersburgh and Richmond Furnace, Pa.	2	31.35	Chambersburgh, South Penn Junction, Pa. (Cumb. Valley).	8030	(¹³)	.....	(¹³)
			South Penn Junction, Richmond Furnace, Pa. (Cumb. Valley).	8071	19.38	178	828 49
			Mercersburgh Junction, Mercersburgh, Pa. (Cumb. Valley).	8145	152.58	52	110 29
Chariton, Iowa, and Albany, Mo.	6	97.00	Chariton, Bethany Junction, Iowa (Chi., Burl. and Q'cy).	27006 ⁶ (part)	50.45	685	3,623 32
			Bethany Junction, Iowa, Albany, Mo. (Chi., Burl. and Q'cy).	27061	46.76	511	2,998 71
<i>Charlotte, N. C., and Atlanta, Ga.</i>	4	268.22	Charlotte, N. C., Atlanta, Ga. (R. and D.).	15001	269.33	6,267	49,510 93
Charleston, S. C., and Augusta, Ga.	4	139.22	Charleston, S. C., Branchville, S. C. (S. C. R. R.).	14003 (part)	(²⁰)	.....	(²⁰)
			Branchville, S. C., Augusta, Ga.	14017	75.45	1,067	6,644 88
<i>Charleston, S. C., and Jacksonville, Fla.</i>	4	288.88	Charleston, S. C., Savannah, Ga. (C. and S.).	14004	115.00	3,367	16,911 90
			Savannah, Ga., Jacksonville, Fla. (S. F. and W. Rwy.).	15009	172.75	4,843	29,098 01
Charlotte and Shelby, N. C.	3	55.42	Charlotte, Shelby, N. C. (C. C.).	13008	55.59	378	3,041 88
Chatham and New York, N. Y. ²⁵	2	130.44	Chatham, New York, N. Y. (Harlem Div. N. Y. C. and H. R.).	6022	130.50	1,295	12,719 83
Chattanooga and Memphis, Tenn.	5	310.79	Stevenson, Ala., Memphis, Tenn. (Mem. and Chat.).	17005	309.86	1,348	28,196 87
			Stevenson, Ala., Chattanooga, Tenn. (N. C. and St. L. Rwy.).	19004 (part)	(²⁷)	.....	(²⁷)
Charlotte and Augusta	4	192.00	Charlotte, N. C., Augusta, Ga. (C. C. and A.).	13007	192.56	2,026	24,790 69

¹ Established January 7, 1884.² Balance of route (219.74 miles) covered by Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.³ Night line.⁴ Cars run through between Chicago, Ill., and U. P. Transfer, Iowa. See Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.⁵ Two clerks detailed to transfer duty at Council Bluffs, Iowa. Day line.⁷ One car in reserve.⁸ One clerk detailed to transfer duty at Cedar Rapids, Iowa.⁹ Balance of route (27.60 miles) covered by Nebraska City and Beatrice, Nebr., R. P. O.¹⁰ Reserve.¹¹ Balance of route (252.10 miles) covered by Chicago and Centralia, Ill., R. P. O.¹² Balance of route (90.76 miles) covered by Keokuk and Centreville, Iowa, R. P. O.¹³ 7.10 miles covered by Harrisburgh and Martinsburgh R. P. O.¹⁴ Car and clerk shown on route 8030.¹⁵ Double daily service on 8145, Sundays excepted.¹⁶ Balance of route (44.20 miles) covered by Bethany Junction, Iowa, and Grant City, Mo., R. P. O.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	Dec. 1, 1883	2	Miles. 20.86	1	Miles. 20.86	6	30,420	1	Ft. 9 0	In. 7 0	1	1	1
\$13,691 00	July 1, 1883	33	21	4	22	12	339,004	(4)	.....	.....	4	2	514
		65	22	6	22						4	1	
	July 1, 1883	61	22	62	22	6	158,641	72 1	21 0 19 10	9 4 9 4	3	1	84
	July 1, 1883	42	14	41	13	6	26,298	2	18 4	9 0	2	1	2
	July 1, 1883	42	14	41	13	6	68,353	101	18 2	9 0			
2,835 75	July 1, 1883	5	19	2	20	6	70,606	1	44 4½	9 0½	2	2	4
	July 1, 1883	9	9	10	10	6	25,879	1	12 0	7 6	1	1	1
		41	24	42	27	6	4,438	1	9 9	8 6	1	1	1
	July 1, 1881	41	16	42	15	6	11,967	(14)	.....	.....	(14)		
	July 1, 1881	41	24	42	19	6	3,219	(14)	.....	.....	(14)		
	July 1, 1883	43	21	44	21	6	31,582	1	12 3	6 9	1	1	172
	July 1, 1883	43	21	44	21	6	29,140						
21,546 40	July 1, 1880	50	22	51	22	14	195,801	(18)	49 1	9 1	4	2	1918
		52	24	53	24		195,801				4	2	
		3	27	4	27	6	48,340	(21)	18 0	8 11	2	1	2
	July 1, 1880	3	27	4	27	6	38,812						
7,475 00	July 1, 1880	40	28	47	28	14	83,977	225	50 0	8 11	4	2	2316
		42	23	43	23		83,977	242	42 3	9 0	4	1	
1,128 75	July 1, 1882	40	28	47	28	14	126,906	243	39 6	9 0			
		42	13	43	13		126,906						
	July 1, 1881	3	14.40	4	14.4	6	34,693	1	10 0	8 9	1	1	1
	July 1, 1881	34	27	9	19	6	81,786	1	20 4	8 5	3	1	5
		16	28	23	27	6	81,786	1	20 2	8 4	2	1	
								241	19 10	8 2			
								241	18 2	8 5			
	July 1, 1880	3	24.54	4	26.45	7	198,950	3	15 0	9 0	5	1	268
		3	24.54	4	26.45	7	28,548						
	Apr. 1, 1883	52	22	53	20	7	140,160	1 1	22 6 20 7	8 8 9 3	3	1	3

¹⁷ 1 clerk detailed to Burlington and Council Bluffs, Iowa, R. P. O.¹⁸ These cars (ten in number) run through to Washington, D. C., over Washington and Charlotte R. P. O.¹⁹ 2 detailed to superintendent's office at Atlanta, Ga.²⁰ 62.00 miles reported in Columbia and Charleston R. P. O.²¹ Cars reported in Columbia and Charleston R. P. O. used on both R. P. O's.²² 3 of these cars run through from Wilmington, N. C., on Wilmington and Charleston R. P. O. fast mail.²³ 2 helpers; 1 detailed as chief clerk at Charleston, S. C.; 1 detailed as transfer clerk at Savannah, Ga.²⁴ Reserve cars.²⁵ Double daily service, Sundays excepted.²⁶ 1 clerk detailed as transfer clerk at Chattanooga, Tenn.; 1 clerk detailed as transfer clerk at Grand Junction, Tenn.; 1 clerk detailed as transfer clerk at Memphis, Tenn.²⁷ Covered by Nashville and Chattanooga R. P. O. 39 miles.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
<i>Chattanooga, Tenn., and Atlanta, Ga.</i>	4	138.55	Chattanooga, Tenn., Atlanta, Ga. (W. and A.).	15002	138.47	4,931	\$23,441 58
Chattanooga, Tenn., and Meridian, Miss.	4	295.71	Chattanooga, Tenn., Meridian, Miss. (Ala. Gr't So.).	17015	295.54	760	18,168 10
Cheyenne, Wyo., and Denver, Colo.	7	106.86	Cheyenne, Wyo., Denver, Colo. (D. P. Rwy and T. Co.).	38007	106.86	1,317	10,507 54
<i>Chicago, Ill., and Burlington, Iowa.</i>	6	207.50	Chicago, Ill., Burlington, Iowa (Chi., Burl., and Q'cy).	23007	206.48	54,621	144,763 12
<i>Chicago, Ill., and Cedar Rapids, Iowa.</i>	6	220.40	Chicago, Ill., Cedar Rapids, Iowa (Chi. and No. West).	23003 ⁸	219.74	18,324	45,887 83
<i>Chicago and Centralia, Ill.</i>	6	252.96	Chicago, Centralia, Ill. (Illinois Central).	23020 ¹¹	252.10	7,733	40,351 13
Chicago, Decatur, Ill., and St. Louis, Mo.	6	286.80	Chicago, Bement, Ill. (Wab., St. L., and Pac.).	23066 ¹³	152.86	834	11,894 04
			Bement, Decatur, Ill. (Wab., St. L., and Pac.).	21019	(15)	.....	(15)
			Decatur, Ill., St. Louis, Mo. (Wab., St. L., and Pac.).	23023	113.44	7,767	22,695 94
<i>Chicago, Freeport, Ill., and Dubuque, Iowa.</i>	6	189.72	Chicago, Freeport, Ill. (Chi. and No. West).	23002	121.39	5,035	20,759 69
			Freeport, Ill., Dubuque, Iowa (Illinois Central).	23021	(17)	.....	(17)
<i>Chicago, Foreston, Ill., and Dubuque, Iowa.</i>	6	200.04	Chicago, Aurora, Ill. (Chi., Burl., and Q'cy).	23007	(19)	.....	(19)
			Aurora, Foreston, Ill. (Chi. and Iowa).	23036	81.57	4,576	13,390 53
			Foreston, Ill., Dubuque, Iowa (Illinois Central).	23021	(21)	.....	(21)
<i>Chicago, Ill., and St. Louis, Mo.</i>	6	284.70	Chicago, Ill., St. Louis, Mo. (Chicago and Alton).	23017	281.17	10,999	66,111 50
Chicago, Savanna, Ill., and Cedar Rapids, Iowa.	6	233.44	Chicago, Lanark Junction, Ill. (Chi., Mil., and St. Paul).	23054	116.50	6,964	22,312 08
			Lanark Junction, Savanna, Ill. (Chi., Mil., and St. Paul).	25024	(25)	.....	(25)
			Savanna, Ill., Marion, Iowa (Chi. Mil., and St. Paul).	27028 ²⁶	89.28	1,759	10,448 26
			Marion, Cedar Rapids, Iowa (Chi., Mil., and St. Paul).	27020	(27)	.....	(27)
Chicago and Streator, Ill....	6	97.70	Chicago, Aurora, Ill. (Chi., Burl., and Q'cy).	23007	(28)	.....	(28)
			Aurora, Streator, Ill. (Chi., Burl., and Q'cy).	23012	60.68	1,228	5,759 13

¹³ detailed to office of superintendent at Atlanta, Ga.; 2 detailed as transfer clerks at Atlanta, Ga.; 1 detailed to office of general superintendent at Washington, D. C.; 1 helper.

² These cars run through to Vicksburgh, Miss., over Meridian and Vicksburgh R. P. O.

³ Reserve car.

⁴ Day line.

⁶ 4 helpers on fast mail between Chicago and Galesburgh, Ill., 163 miles. 1 clerk detailed to this line from Danville and Olney, Ill., R. P. O.; 1 clerk detailed as chief clerk at Burlington, Iowa; 1 clerk detailed to transfer duty at Burlington, Iowa, and 2 clerks detailed to transfer duty at Chicago, Ill.

⁶ Fast mail.

⁷ Storage cars.

⁸ Balance of route (270.40 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O. Cars run through between Chicago, Ill., and

Union Pacific Transfer, Iowa covering Cedar Rapids and Council Bluffs, Iowa, R. P. O.

⁹ 2 helpers between Chicago and Sterling, Ill., 110 miles, and 1 helper between Cedar Rapids, Iowa, and Morrison, Ill., 96 miles, four days each week. 2 clerks detailed to clerical duty, and 1 clerk as stenographer at office of superintendent R. M. S., Chicago, Ill.

¹⁰ Night line.

¹¹ Balance of route (113.43 miles) covered by Centralia and Cairo, Ill., R. P. O.

¹² 1 helper on night line between Chicago and Tolono, Ill., 137 miles, four nights each week. 5 clerks detailed to transfer duty at Chicago, Ill., 1 clerk detailed to transfer duty at Grand Crossing, Ill., 2 clerks detailed as printers, and 1 clerk as stenographer at office of superintendent R. M. S., Chicago, Ill., and 1 clerk detailed in charge of dormitory R. M. S., Chicago, Ill.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
\$12,462 30	July 1, 1880	2	Miles. 23	1	Miles. 25	7	101,142	1	41 10	8 8	2	2	119
		4	25	3	27	7	101,142	1	41 9	8 7	2	2	
		12	25	11	25	7	101,142	2	49 9	9 2	2	2	
.....	July 1, 1880	5	22	6	23	7	215,868	22	56 0	9 3	5	1	5
								21	49 0	9 0			
								21	43 0	9 0			
								31	39 0	9 0			
.....	July 1, 1882	202	25	203	25½	7	78,222	2	24 1	9 4	2	1	2
41,296 00	Mar. 11, 1884	41	27	2	27	7½	303,780	3	60 1	9 3	44	4	539
		67	37	4	27	7½	.....	76	60	9 3	64	4	
14,060 80	July 1, 1883	43	25	4	26	12	275,941	4	50 0	9 5	44	3	926
		105	24	6	24	.....	.....	2	60 0	9 5	104	2	
12,605 00	July 1, 1883	41	23	2	23	6	158,353	43	44 4½	9 0½	4	2	1227
		103	25	4	24	7	185,167	102	41 4½	9 0¼	4	2	
.....	July 1, 1883	5	25	4	22	6	95,690	2	23	8 6	4	1	145
.....		5	33	4	25	6	12,207						
.....	July 1, 1883	5	26	4	26	6	71,013						
2,670 58	July 1, 1883	13	22	14	24	6	75,696	2	35 4	9 5	4	2	1612
1,530 32	.....	13	27	14	27	6	43,069	182	35 5	9 5			
925 00	.....	31	20	12	25	6	23,162	2	40 1½	8 11½	4	2	209
2,039 25	July 1, 1883	31	22	12	22	6	51,063						
2,051 75	.....	31	23	12	22	6	51,000						
15,464 35	July 1, 1883	42	26	1	24	6	178,222	2	44 3	9 1	4	2	2227
		104	26	3	25	7	188,400	283	3 0	8 11½	4	3	
.....	Apr. 1, 1884	5	21	6	25	6	72,929	242	9 4	9 4	4	1	4
.....		5	21	6	25	6	13,935						
.....	Apr. 1, 1884	5	22	6	22	6	55,889						
.....		5	22	6	22	6	3,380						
.....		13	24	14	24	6	23,174	291	27 3½	8 10	2	1	2
.....	July 1, 1883	13	24	14	24	6	37,986						

¹³ Balance of route covered by Bement and Effingham, Ill., R. P. O. (52.60 miles), and between Shumway and Altamont, Ill. (10.53 miles), by closed pouches. See Table "C."

¹⁴ 1 clerk detailed to transfer duty at East St. Louis, Ill.

¹⁵ Distance (19.50 miles) covered by La Fayette, Ind., and Quincy, Ill., R. P. O.

¹⁶ 2 helpers between Chicago and Union, Ill., 68 miles. 1 clerk detailed to transfer duty at Dubuque, Iowa, and 1 clerk detailed to clerical duty at office of superintendent R. M. S., Chicago, Ill.

¹⁷ Distance (68.80 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.

¹⁸ Reserve.

¹⁹ Distance (37.0 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.

²⁰ 1 clerk detailed to transfer duty at Chicago, Ill.

²¹ Distance (82.07 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.

²² 2 helpers on day line between Chicago and Bloomington, Ill., 127 miles. 3 clerks detailed to clerical duty at office of superintendent R. M. S., Chicago, Ill., and 2 clerks detailed to transfer duty at Chicago, Ill.

²³ 1 car in reserve.

²⁴ Whole cars.

²⁵ Distance (22.0 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O.

²⁶ Balance of route (261.90 miles) covered by Marion and Council Bluffs, Iowa, R. P. O.

²⁷ Distance (5.40 miles) covered by Farley and Cedar Rapids, Iowa, R. P. O.

²⁸ Distance (37.0 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.

²⁹ Whole car.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
Chicago, Ill., and Terre Haute, Ind.	6	180.02	Chicago, Danville, Ill. (Chi. and Eastern Ill.). Danville, Ill., Terre Haute, Ind. (Chi. and Eastern Ill.).	23042 22024	124.06 56.42	Pounds 1,690 594	\$14,213 55 3,811 17
Chicago, Ill., and West Liberty, Iowa.	6	221.52	Chicago, Ill., Davenport, Iowa (Chi., R. Isl'd and Pac.). Davenport, West Liberty, Iowa (Chi. R. Isl'd and Pac.).	23015 27014 ⁴ (Part)	182.92 38.85	9,600 4,827	40,194 84 5,235 04
Chicago, Ill., and Winona, Minn.	6	297.70	Chicago, Harvard, Ill. (Chi. and No. West.). Harvard, Caledonia Jct., Ill. (Chi. and No. West.). Caledonia Jct., Ill., Winona Jct., Wis. (Chi. and No. West.). Winona Jct., Wis., Winona, Minn. (Chi. and No. West.).	25009 (Part) 25010 (Part) 25010 (Part) 25014	(5) (8) 189.52 29.82	 7,816 6,071	(5) (8) 38,080 25 5,430 81
Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn.	6	450.63	Chicago, Lanark Jct., Ill. (Chi., Mil. and St. Paul). Lanark Jct., Savanna, Ill. (Chi., Mil. and St. Paul). Savanna, Ill., Sabula Jct., Iowa (Chi., Mil. and St. Paul). Sabula Jct., McGregor, Iowa (Chi., Mil. and St. Paul). McGregor, Iowa, St. Paul, Minn. (Chi., Mil. and St. Paul).	23054 25024 (Part) 27028 (Part) 27012 ¹⁵ 16 26009	(10) (13) (14) 43.50 213.03	 2,442 2,220	(10) (13) (14) 5,839 44 25,370 30
Chicago, Ill., and Minneapolis, Minn.	6	423.15	Chicago, Ill., Milwaukee, Wis. (Chi., Mil. and St. Paul). Milwaukee, La Crosse, Wis. (Chi., Mil. and St. Paul). La Crosse, Wis., Minneapolis, Minn. (Chi., Mil. and St. Paul).	23035 25002 26013	86.18 197.95 142.57	43,949 35,167 28,360	50,547 15 97,656 65 59,973 49
²¹ Chicago and Pekin, Ill...	6	153.00	Chicago, Joliet, Ill. (Chicago and Alton). Joliet, Pekin, Ill. (Chi., St. L. and Western).	23017 (Part) 23051	(22) 115.79	 323	(22) 5,940 02
Chicago, Ill., and Portage, Wis.	6	176.90	Chicago, Ill., Milwaukee, Wis. (Chi., Mil. and St. Paul). Milwaukee, Portage, Wis. (Chi., Mil. and St. Paul).	23035 25002 (Part)	(24) (26)	..... .....	(24) (26)

¹ Day line.² 2 helpers on day line between Ottawa, Ill., and West Liberty, Iowa, 137 miles. 1 clerk detailed as chief clerk, R. M. S., Des Moines, Iowa; 1 clerk detailed to transfer duty at Davenport, Iowa, and 1 clerk detailed to through register run between Chicago and Omaha.³ Night line.⁴ Balance of route (279.10 miles) covered by West Liberty and Council Bluffs, Iowa, R. P. O.⁵ Distance (62.70 miles) covered by Fort Howard, Wis., and Chicago, Ill., R. P. O.⁶ Day line; 1 car in reserve.⁷ Night line; whole cars.⁸ Distance (15 miles) covered by Kenosha, Wis., and Rockford, Ill., R. P. O.⁹ Reserve; whole car.¹⁰ Distance (116.50 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.¹¹ East Division, Chicago, Ill., to McGregor, Iowa.¹² 1 helper on West Division between McGregor, Iowa, and Austin, Minn., and 1 between Saint Paul and Austin, Minn., four days each week. 1 clerk detailed to this line from Postville and Cedar Rapids, Iowa, R. P. O.¹³ Distance (22 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O.¹⁴ Distance (3.20 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.¹⁵ Balance of route covered by La Crosse, Wis., and Dubuque, Iowa, R. P. O. (121.47 miles), and by closed pouches between Sabula and Clinton, Iowa (16.27 miles).¹⁶ Balance of distance (53.10 miles) covered by La Crosse, Wis., and Dubuque, Iowa, R. P. O.¹⁷ West Division, McGregor, Iowa, to Saint Paul, Minn.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1883	1	Miles. 22	2	Miles. 21	6	77,373	1	<i>Ft. In.</i> 17 6	<i>Ft. In.</i> 7 2	3	1	3
.....	July 1, 1880	1	22	2	22	6	35,319	1 1	17 4 16 9	6 9 6 8			
\$11,889 80	Apr. 1, 1884	¹ 11 ³ 3	27 23	2 4	27 24	12	228,703	{ 3	50 0	9 4	4 4	2 3	² 25
2,525 25	Apr. 1, 1884	¹ 11 ³ 3	24 27	2 4	23 24	12	48,640						
2,508 00	.....	⁶ 1 ⁷ 7	27 27	2 6	25 27	7 6	45,896 39,250	{ ⁶ 3		9 5	⁶ 4	2	16
592 00	.....	1	26	2	24	7	11,463	{ ⁹ 1	35 4	9 5	⁷ 4	2	
7,580 80	July 1, 1882	7 1	29 24	6 2	27 22	6 7	10,142 138,729	{ ⁷ 2		9 5			
		7	26	6	19	6	118,639	}					
1,192 80	Apr. 1, 1884	1 7	24 26	2 6	21 22	7 6	21,828 18,329						
.....	.....	3	25	2	25	6	72,929	2	23 7	9 3	¹¹ 4	2	¹² 13
.....	.....	3	25	2	25	6	13,772	1	24 7	9 4			
.....	.....	3	20	2	17	6	2,003						
.....	July 1, 1883	3	20	2	17	6	60,471						
.....	July 1, 1883	3	19	2	19	6	132,919	.....	.....	.....	¹⁷ 4	1	
15,081 50	Mar. 13, 1884	1 ¹⁸ 55	29 34	4 2	29 29	7 7	126,168 289,798	¹⁸ 3 1	60 2 60 0	9 4 9	6 6	4 3	¹⁹ 59
32,019 50	Mar. 13, 1884	1 55	22 34	4 2	24 24	.....	.....	¹ 3 ²⁰ 2	59 4 9	9	.....	.....	
21,385 50	Mar. 13, 1884	1 55	20 30	4 2	23 23	.....	.....	.....	.....	.....	.....	.....	
.....	.....	2	26	1	25	6	23,287	2	9 10½	7 2½	3	1	3
.....	July 1, 1883	2	16	1	13	6	72,491	²³ 1	9 0	6 3			
(²⁴)	.....	3	28	10	28	5	22,100	1	49 3	9 3	3	3	²⁵ 0
(²⁶)	.....	3	26	10	25	.....	23,894	²³ 3	49 4				

¹⁸ Fast mail.

¹⁹ 4 helpers between Chicago, Ill., and La Crosse, Wis., 284 miles, west on fast mail and east on train 2. 2 helpers between Chicago, Ill., and Watertown, Wis., 130 miles, west on fast mail and dead-head east on train 4. 4 helpers between Chicago, Ill., and Milwaukee, Wis., 86 miles, west on day line and return on Milwaukee, Wis., and Chicago, Ill., R. P. O. 2 helpers between Chicago, Ill., and Camp Douglas, Wis., 227 miles, west on day line and return dead-head on train 2. 1 clerk detailed as chief clerk, R. M. S., Saint Paul, Minn.; 1 clerk detailed as chief clerk, R. M. S., Milwaukee, Wis.; 1 clerk detailed as chief clerk, R. M. S., Chicago, Ill.; 1 clerk detailed to transfer duty, Chicago, Ill.; and one clerk detailed to transfer duty at Minneapolis, Minn.

²⁰ Storage. 1 59' 4" car in reserve.

²¹ Clerks of this line run between Chicago and Joliet, Ill., as helpers with Chicago, Ill., and Saint Louis, Mo., R. P. O. (day line).

²² Distance (37.20 miles) covered by Chicago, Ill., and Saint Louis, Mo., R. P. O.

²³ Reserve.

²⁴ Distance (85 miles) covered by Chicago, Ill., and Minneapolis, Minn., R. P. O.

²⁵ 1 clerk detailed to this line from Summit Lake and Milwaukee, Wis., R. P. O.; 1 from Sheboygan and Princeton, Wis., R. P. O.; 1 from Racine, Wis., and Rock Island, Ill., R. P. O.; 1 from Saint Paul, Minn., and Elroy, Wis., R. P. O.; 1 from Oshkosh and Milwaukee, Wis., R. P. O.; and 1 from Ashland and Menasha, Wis., R. P. O. Crews run two weeks on and one week off. Perform no service on trips east.

²⁶ Distance (91.90 miles) covered by Chicago, Ill., and Minneapolis, Minn., R. P. O.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Chicago and Quincy, Ill....	6	363.50	Chicago, Galesburgh, Ill. (Chi., Burl. and Q'cy). Galesburgh, Quincy, Ill. (Chi., Burl. and Q'cy).	23007 (part) 23010	(¹) 101.09	 10,647	(¹) \$23,336 62
Chicago, Ill., and Cincinnati, Ohio.	5	307.24	Chicago, Kankakee, Ill. (Ill. Cent.). Kankakee, Ill., La Fayette, Ind. (C., I., St. L. and C.). La Fayette, Indianapolis, Ind. (C., I., St. L. and C.). Indianapolis, Ind., Cincinnati, Ohio (C., I., St. L. and C.).	23020 (part) 22029 22005 22003	(⁵) 72.75 64.90 111.50	 12,698 14,041 11,527	(⁵) 18,411 57 17,368 53 26,788 99
Chicago, Ill., and Louisville, Ky.	5	323.72	Chicago, Ill., Monon, Ind. (L., N. A., and C.). Monon, Louisville Junct., Ind. (L., N. A., and C.).	22038 (part) 22008 (part)	88.52 ⁹ 225.60 ⁹	785 403	5,851 44 17,553 94
Chicago, Ill., Richmond, Ind., and Cincinnati, Ohio.	5	295.94	Chicago, Ill., Richmond, Ind. (Chic., St. L. and Pitts.). Richmond, Ind., Hamilton, Ohio (Cin., Rich. and Chic.). Hamilton, Cincinnati, Ohio (C., H. and D. R. R.).	22009 21025 21026 (part)	224.12 46.04 (¹⁰)	604 943	15,329 80 3,818 55 (¹⁰)
Cincinnati, Ohio, and Chattanooga, Tenn.	5	337.50	Cincinnati, Ohio, Chattanooga, Tenn. (C., N. O. and T. P.).	20020	337.50	2,476	45,306.00
Cincinnati and Hamilton, Ohio, and Indianapolis, Ind.	5	125.57	Indianapolis, Ind., Hamilton, Ohio (Cin., Ham. and Ind.). Hamilton, Cincinnati, Ohio (Cin., Ham., and Day.).	21024 21026 (part)	100.68 (¹²)	568	6,714.34 (¹²)
¹³ Cincinnati, Ohio, and Richmond, Ky.	5	119.35	Cincinnati, Ohio, Paris, Ky. (Ky. Cent.). Paris, Richmond, Ky. (Ky. Cent.).	20002 (part) 20032	80.00 40.84	1,665 552	9,028.80 2,688.90
Cincinnati, Ohio, and Louisville, Ky.	5	110.52	Cincinnati, Ohio, Louisville, Ky. (Lou. and Nash.).	20004	(¹⁴)	.....	(¹⁴)
Cincinnati, Ohio, and Nashville, Tenn.	5	300.14	Cincinnati, Ohio, Louisville, Ky. (Lou. and Nash.). Cincinnati Junction, Louisville, Nashville Junction, Ky. (Lou. and Nash.). Louisville, Ky., Nashville, Tenn. (Lou. and Nash.).	20004 20017 20005	110.00 4.00 185.23	15,269 524 12,528	30,848.40 954.20 46,561.26
Cincinnati, Ohio, North Vernon, Ind., and Louisville, Ky.	5	129.63	Cincinnati, Ohio, North Vernon, Ind. (O. and M.). North Vernon, Ind., Louisville, Ky. (O. and M.).	22010 (part) 22019	(¹⁶) 53.73	 613	(¹⁶) 3,675.13
Cincinnati and New Richmond, Ohio.	5	27.80	Cincinnati, New Richmond Junction, Ohio (Cin. and East.). New Richmond Junction, New Richmond, Ohio (Cin. and East.).	21052 (part) 21085	(¹⁷) 14.66	 101	(¹⁷) 626.71

¹ Distance (163.48 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.² Two helpers between Chicago and Galesburgh, Ill., 163 miles. One clerk detailed to this line from Peoria and Jacksonville, Ill., R. P. O.³ Additional R. P. O. between Galesburgh and Quincy.⁴ Reserve.⁵ Covered by Chicago and Centralia R. P. O., 56.90 miles.⁶ Day line, six trips per week; night line, seven trips per week.⁷ Day line.⁸ Night line.⁹ Balance of route covered by Michigan City, Monon, and Indianapolis R. P. O.¹⁰ Covered by Toledo and Cincinnati R. P. O., 25 miles.¹¹ Two helpers Cincinnati to Junction City, Ky.¹² Covered by Toledo and Cincinnati R. P. O., 25 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.				
\$6,520 00	Apr. 1, 1884	3	<i>Miles.</i> 25	8	<i>Miles.</i> 24	7	119,682	2	<i>F</i>	<i>F. & L.</i> 8 9½	4	4	225	
6,570 85	Apr. 1, 1884	3	23	8	23	7	73,200	1	54 9	8 11				
3,631 55		101	25	102	32	37	73,200	42	54 10	8 9½	22	4		
4,728 75	July 1, 1880	2	24.42	5	23.61	66	35,619	}	3	50 4	9 5	74	3	32
4,218 50	July 1, 1880	4	27.35	1	22.05	7	41,651							
		2	27.67	5	28.30	6	45,786							
		4	32.18	1	31.51	7	53,538							
		2	21.66	5	26.21	6	40,871							
		4	29.58	1	29.68	7	47,792							
10,035 00	July 1, 1880	2	31.12	5	24.76	6	70,043	}	3	40 4	9 5	84	5	
		4	32.02	1	27.31	7	81,903							
.....	Apr. 5, 1882	2	24.92	1	25.27	6	58,837	4	13 11	9 0	4	1	4	
.....	July 1, 1880	2	25.13	1	25.43	6	143,805	}	2	19 1	9 0	4	1	4
.....	July 1, 1880	2	25.75	1	25.75	6	140,543							
.....	July 1, 1880	2	27.84	1	27.84	6	29,065							
.....	.....	2	30.16	1	30.16	6	15,650							
.....	Apr. 1, 1882	1	25.96	2	26.32	7	247,050	3	24 1	9 1	4	1	116	
.....	July 1, 1880	6	26.54	39	29.16	6	62,956	2	10 4	7 2	2	1	2	
.....		6	31.45	39	27.76	6	15,650	}	2	14 0	9 0	2	1	2
.....	July 1, 1882	6	20.51	1	20.94	6	50,080							
.....	Aug. 1, 1883	6	13.84	1	14.24	6	25,566							
6,522 00	July 1, 1880	1	24.56	4	25.94	7	80,520	}	1	45 0	9 0	4	3	1538
		3	26.00	2	26.00	7	80,520							
				156	24.13	3	34,430							
240 00	July 1, 1880	1	10.00	4	10.00	7	2,928							
		3	10.00	2	10.00	7	2,928							
11,113 80	July 1, 1880	1	25.87	4	28.50	7	135,588	}	3	14 0	9 0	3	1	2
		3	27.11	2	27.79	7	135,588							
		155	26.80	6	32.62	6	115,954							
.....	.....	15	30.22	8	25.03	6	45,321							
.....	July 1, 1880	15	26.28	8	26.28	6	33,635							
.....		126	13.26	121	15.07	6	8,579	1	14 0	7 0	1	1	1	
.....	July 1, 1880	126	19.38	121	18.17	6	9,176							

¹ Closed pouches on route 20032, between Paris and Winchester; clerks on this line run through between Cincinnati and Huntington, running over Huntington and Lexington R. P. O.

²⁴ See Cincinnati and Nashville R. P. O.

²⁵ Two clerks run west with R. P. O. between Cincinnati and Louisville running east in mail apartment car, train 6; 2 clerks act as helpers to R. P. O. between Cincinnati and Elizabethtown; 3 helpers between Louisville and Nashville, 185.23 miles; 3 clerks run in mail apartment cars between Louisville and Nashville, trains 5 and 6; 1 clerk detailed as chief clerk at Louisville, Ky.; 1 clerk detailed as transfer clerk at Bowling Green, Ky.; 1 clerk detailed as transfer clerk at Nashville, Tenn.; 1 clerk detailed as transfer clerk at Louisville, Ky.

¹⁶ Covered by Cincinnati and Saint Louis R. P. O., 73 miles. These clerks do no local service between Cincinnati and North Vernon.

¹⁷ Covered by Portsmouth and Cincinnati R. P. O., 12 miles.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
<i>Cincinnati, Ohio, and Saint Louis, Mo.</i>	5	341.99	Cincinnati, Ohio, East Saint Louis, Ill. (Ohio and Miss.).	22010	338.60	5,676	\$60,216.62
<i>Clarinda, Iowa, and Corn- ing, Mo.</i>	6	46.36	Clarinda, Northborough, Iowa (Chi., Burl. & Q'cy.).	27083	18.23	380	1,013.22
			Northborough, Iowa, Corn- ing, Mo. (K.C., St. Jos. and C. Bl.).	28046	28.02	216	1,509.44
<i>Clarksburgh and Weston, W. Va.</i>	3	26.05	Clarksburgh, Weston, W. Va. (Clarks., Wes. and Glen.).	12006	26.25	616	1,795.50
<i>Clayton, Del., and Chester- town, Md.</i>	2	32.71	Clayton, Del., Chestertown, Md. (Kent County).	10012	32.73	534	2,126.79
<i>Clayton, Del., and Easton, Md.</i>	2	44.52	Clayton, Del., Easton, Md. (Del. and Chesa. Div. P., W. and B.).	9503 (part)	44.08 ⁵	321	2,261.30
<i>Cleveland and Cincinnati, Ohio</i>	5	245.44	Cleveland, Cincinnati, Ohio (C., C., C. and I.).	21042	244.34	10,001	54,734.60
⁷ <i>Cleveland and Coshocton, Ohio.</i>	5	115.56	Cleveland, Canton, Ohio (Connotton Valley).	21009 (part)	60.00 ⁸	84	2,667.60
			Canton, Coshocton, Ohio (Connotton Valley).	21092	54.73	303	2,714.06
⁹ <i>Cleveland, Hudson, and Columbus, O.</i>	5	171.33	Cleveland, Hudson, Ohio (Cleve. and Pitts.).	21006 (part)	(¹⁰)	.....	(¹⁰)
			Hudson, Columbus, Ohio (Cleve., Mt. Ver. and Del.).	21004	146.63	849	11,533.91
<i>Cleveland, Ohio, and, In- dianapolis, Ind.</i>	5	283.00	Galion, Ohio, Indianapolis, Ind. (C., C., C. and I.).	21016	203.96	10,001	35,574.70
			Cleveland, Galion, Ohio (C., C., C. and I.).	21042 (part)	(¹¹)	.....	(¹¹)
¹² <i>Cleveland and New Lis- bon, Ohio.</i>	5	91.24	Cleveland, Niles, Ohio (N. Y., Pa. and Ohio).	21005 (part)	(¹³)	.....	(¹³)
			Niles, New Lisbon, Ohio (Cleve. and Mahon. Val.).	21037	34.08	248	1,573.47
¹⁴ <i>Cleveland, Ohio, and Pitts- burgh, Pa.</i>	5	149.30	Cleveland, Wellsville, Ohio (Cleve. and Pitts.).	21006	101.90	3,592	15,333.91
			Pittsburgh, Pa., Wellsville, Ohio (Cleve. and Pitts.).	21003 (part)	(¹⁶)	.....	(¹⁶)
<i>Cleveland, Ohio, and Sharps- ville, Pa.</i>	5	84.50	Cleveland, Ohio, Sharps- ville, Pa. (N. Y., Pa. and Ohio).	21005	84.50	44,976	9,031.36
<i>Cleveland, Ohio, Fort Wayne, Ind., and Chicago, Ill.</i>	9	340.00	Cleveland, Ohio, Chicago, Ill. (N. Y., Chi. and St. L.).	21089	339.07	623	23,483.98
<i>Cleveland, Tenn., and Sel- ma, Ala.</i>	4	264.95	Cleveland, Tenn., to Selma, Ala. (E. T., V. and Ga.).	17010	264.55	817	19,040.26
<i>Cleveland and Toledo, Ohio.</i>	9	113.37	Cleveland, Toledo, Ohio (L. S. and M. S.).	6052 (part)	(¹⁹)	65,821	(¹⁹)
			Elyria, Millbury, Ohio (L. S. and M. S.).	21007	(¹⁹)	34,928	(¹⁹)
<i>Cleveland, Ohio, and Wheel- ing, W. Va.</i>	5	168.67	Grafton, Bridgeport, Ohio (Cleve., Lor. and Wheel.).	21041 (part)	142.08 ²⁵	520	9,232.36
			Cleveland, Grafton, Ohio (C., C., C. and I.).	21042 (part)	(²⁶)	.....	(²⁶)

¹ Twelve cars on line between Baltimore and Saint Louis (see Baltimore and Grafton R. P. O.).² Day line.³ One clerk detailed to duty office of superintendent fifth division; 1 clerk detailed as transfer clerk Mitchell, Ind.; 1 clerk detailed as transfer clerk Vincennes, Ind.⁴ Night line.⁵ Balance of route (10.42 miles) covered by closed-pouch service. (See Table C^e.)⁶ 5 clerks detailed to duty in office superintendent fifth division; 1 clerk detailed to duty as chief clerk, Columbus, Ohio; 1 clerk detailed to duty as chief clerk, Saint Louis, Mo.⁷ Formerly Cleveland and Sherrods-ville R. P. O., changed to Cleveland and Coshocton and Canton and Sherrods-ville on July 3, 1883.⁸ Balance of route shown on Canton and Sherrods-ville R. P. O.⁹ Clerks register arrival and departure at depot Columbus, but go to post-office for registered mail, 0.83 miles.¹⁰ Covered by Cleveland and Pittsburg R. P. O. 26 miles.¹¹ Covered between Cleveland and Galion by Cleve-land and Cincinnati R. P. O. 79.80 miles.¹² Covered by Cleveland and Sharpsville R. P. O. 57 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft.	In.			
\$23,702 00	July 1, 1880	1	32.57	2	32.32	7	250,336	(1)	50	0	24	3	31
	July 1, 1883	3	28.16	4	28.31	7	250,336				44	4	
.....	July 1, 1883	87	12	88	12	6	11,731	1	12	0	1	1	1
.....	July 1, 1883	87	11	88	11	6	17,290						
.....	July 1, 1881	2	12.50	1	12.50	6	16,307	1	10	0	1	1	1
.....	July 1, 1881	2	14	1	14	6	20,477	1	8	3	1	1	1
.....	July 1, 1881	21	12	26	25	6	27,870	1	10	0	1	1	1
12,217 00	July 1, 1880	1	28.87	4	31.34	7	179,662		0		24	2	27
	July 1, 1880	5	22.66	2	24.22	7	179,662				44	3	
.....	July 1, 1880	1	24.84	4	23.90	6	37,560	2	10	6	2	1	2
.....	Jan. 2, 1883	1	22.27	4	23.89	6	34,261						
.....	.....	2	20.89	3	23.05	6	16,339	2	15	4	3	1	3
.....	July 1, 1880	2	24.69	3	23.87	6	91,790						
5,099 00	July 1, 1880	11	25.82	6	26.22	7	149,299	2	40	0	4	2	8
2,000 00	.....	11	21.68	6	21.11	7	58,414						
.....	.....	12	23.53	3	25.55	6	35,682	1	6	6	2	1	2
.....	July 1, 1880	12	18.43	3	12.27	6	21,384						
2,547 50	July 1, 1880	36	19.90	41	22.07	6	63,789	5	20	0	9	0	15
		40	20.22	35	23.78	6	63,789						
		42	26.39	37	26.96	6	63,789						
1,205 00	.....	36	22.31	41	24.10	6	30,173						
		40	26.34	35	24.71	6	30,173						
		42	27.54	37	25.23	6	30,173						
.....	July 1, 1880	12	21.96	3	21.96	6	52,897	3	18	0	2	1	2
.....	Jan. 1, 1883	3	25.83	4	25.83	6	212,840	174	20	9	4	1	4
.....	July 1, 1880	3	22	4	22	7	193,413	184	12	1	4	1	4
3,596 85	Mar. 9, 1884	21	26.70	24	27.79	6	77,959	1	40	0	4	1	(24)
		25	29.60	(20)	.....	(21)	38,979	1	17	8			
397 50	Mar. 9, 1884	(22)	.....	22	28.14	(23)	23,431	1	17	8			
.....	July 1, 1880	1	18.67	4	26.45	6	89,687	3	16	0	4	1	4
.....	.....	1	21.22	4	21.13	6	15,900						

¹³ Clerks on Cleveland and New Lisbon R. P. O., act as helpers to Cleveland and Sharpsville R. P. O. between Cleveland and Niles.

¹⁴ Triple daily service.

¹⁵ Three helpers running over whole line.

¹⁶ Covered by Pittsburgh and Bellaire R. P. O., 48.20 miles.

¹⁷ 2 cars held in reserve.

¹⁸ 2 reserve cars.

¹⁹ Shown in report of New York and Chicago R. P. O.

²⁰ Return train (22), runs inward on route 21007, Millbury to Elyria, Ohio, 74.86 miles.

²¹ Six trips outward.

²² Return train (25), runs outward on route 6052, Elyria to Millbury, Ohio, 79.77 miles.

²³ Six trips inward.

²⁴ Clerks appointed to the New York and Chicago R. P. O.; 1 clerk assigned as helper between Cleveland and Fremont, Ohio, 83.50 miles; 1 clerk assigned as helper between Cleveland and Toledo, Ohio, 113.37 miles. This clerk runs inward on New York and Chicago R. P. O., train 12.

²⁵ Balance of route between Loraine and Grafton covered by closed pouches, 16.35 miles.

²⁶ Covered by Cleveland and Cincinnati R. P. O., 25.40 miles.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles, by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Cleveland and Youngstown, Ohio, and Pittsburgh, Pa.	5	135.54	Cleveland, Youngstown, Ohio (N. Y., Pa. and O.). Youngstown, Ohio, Pittsburgh, Pa. (Pitts. and L. Erie.).	21005 (part) 8123	(¹) 70.93	3,475	(¹) \$10,552 25
Cloverdale and San Francisco, Cal.	8	85.46	Cloverdale, San Francisco, Cal. (San. Fran. and No. Pac.).	46011	90.00	1,464	8,234 10
Cleveland and Zoar Station, Ohio. (³)	5	76.12	Cleveland, Zoar Station, Ohio (Valley R'y.).	21073	76.12	716	4,448 00
Clifton Forge, Va., and Huntington, W. Va.	3	227.39	Clifton Forge, Va., Huntington, W. Va. (C. and O.).	11005 (part)	226.84	1,251	24,049 58
Clinton and Anamosa, Iowa.	6	71.80	Clinton, Anamosa, Iowa (Chi. and No. West.).	27024	71.99	321	3,693 09
Colton and National City, Cal.	8	128.18	Colton, National City, Cal. (Cal. Southern).	46037	128.00	457	7,770 88
Columbia and Charleston, S. C.	4	132.77	Columbia, Charleston, S. C. (S. C. R. R.)	14003	131.02	930	10,754 12
Columbia and Fayetteville, Tenn.	5	48.55	Columbia, Fayetteville, Tenn. (Duck River Valley).	19015	48.55	87	2,075 50
Columbia and Lawrenceburg, Tenn. (⁹)	5	38.30	Columbia, Lawrenceburg, Tenn. (Nash. and Florence).	19017	38.30	158	1,637 32
Columbia and Huron, Dak.	6	97.31	Columbia, Huron, Dak. (Chi. and No. West.).	35010	97.40	400	5,496 28
Columbia, Pa., and Perryville, Md.	2	43.88	Columbia, Pa., Port Deposit, Md. (Fred. Div. Penna.). Port Deposit, Perryville, Md. (Fred. Div. Penna.).	8124 10023	39.62 4.11	37 135	1,524 57 175 70
Columbia and Walhalla, S. C.	4	161.68	Columbia, Belton, S. C. (C. and G.). Belton, Walhalla, S. C. (B. R.).	14001 (part) 14016	117.00 ¹¹ 43.53	611 207	8,002 79 1,860 90
Columbus and Albion, Nebr.	6	43.45	Columbus, Lost Creek, Nebr. (Om., Nio. and Bl'k Hills). Lost Creek, Albion, Nebr. (Om., Nio. and Bl'k Hills).	34012 (part) 34017	(¹³) 34.22	----- 154	(¹³) 1,462 90
Columbus, Nebr., and Atchison, Kans.	6	220.50	Columbus, Nebr., Atchison, Kans. (Bur. and Mo. River in Nebr.).	33012	221.36	720	16,276 60
Columbus, Ohio, and Ashland, Ky. ¹⁴	5	133.07	Columbus, Coal Grove, Ohio (Scioto Valley).	21051	132.00	1,016	14,671 80
Columbus and Athens, Ohio. ¹⁴	5	77.47	Columbus, Athens, Ohio (Col., Hoc. Val. and Tol.).	21036	77.47	685	5,563 89
Columbus and Cincinnati, Ohio.	5	121.61	Columbus, Cincinnati, O. (P. C. and St. L.).	21014	(¹⁵)	-----	(¹⁵)
Columbus and Middleport, Ohio ¹⁷	5	89.51	Columbus, Col., Hoc. Val. and Tol. Junc., Ohio (Ohio Central).	21068 (part)	88.20 ¹⁸	376	193,601 67
Columbus and Springfield, Ohio, and Indianapolis, Ind. ²⁰	5	185.66	Columbus, Ohio, Indianapolis, Ind. (Ind., Bloom. and West.).	21033	185.66	856	12,572 71
Columbus, Ga., and Troy, Ala.	4	85.70	Columbus, Ga., Troy, Ala. (Mob. and G.).	17008	85.69	449	4,102 83
Concord and Claremont, N. H.	1	55.05	Concord, Claremont, N. H. (Con. and Clar.).	1009 ²¹ (part)	54.90	332	2,863 57

¹ Covered by Cleveland and Sharpsville R. P. O., 63.07 miles.² See route 21005, same R. P. O.³ Report of 1883; Cleveland and Mineral Point R. P. O. extended to Zoar Station September 1, 1883; increased distance, 1.54 miles.⁴ 1 car in reserve.⁵ The 3 cars of this line are run through to Richmond, Va., but are not included in report for Richmond and Clifton Forge R. P. O.⁶ 1 clerk detailed to Burlington and Council Bluffs, Iowa, R. P. O.⁷ This clerk detailed to Benson and Nogales R. P. O.⁸ 2 reserve.⁹ R. P. O. established January 22, 1884.¹⁰ Cars and clerks shown on route 8124.¹¹ Balance of route shown on Greenville and Belton R. P. O., 26.84 miles.¹² Reserve car.¹³ Distance (9.2 miles) covered by Norfolk and Columbus, Nebr., R. P. O.¹⁴ Clerks on this line make two round trips daily; clerks record arrival and departure at depot, Columbus, but go to post-office for registered mail, .83 mile.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	.....	4	Miles. 21.42	5	Miles. 26.40	7	47,946	4	Ft. In. 18 0	Ft. In. 8 11	3	1	3
.....	Mar. 19, 1884	4	26.60	5	24.57	7	51,921	(2)	18 8	9 2			
.....	July 1, 1881	1	22.53	10	22.53	7	62,555	2	10 3	8 11	2	1	2
.....	Sept. 1, 1883	1	23.53	4	23.82	6	47,643	42	12 6	9 0	2	1	2
.....	July 1, 1881	5	22.38	2	20.98	7	164,994	52	20 6	9 0	4	1	4
.....	July 1, 1883	41	21	42	22	6	44,947	1	17 7	9 0	1	1	62
.....	July 10, 1882	2	14.91	1	14.56	6	80,240	1	12 2	7 5	2	1	71
.....	July 1, 1880	52	26	53	30	7	96,922	85	8 2	11 0	2	1	2
.....	July 1, 1880	2	12.23	1	12.23	6	30,392	1	18 0	8 11	1	1	1
.....	Dec. 1, 1883	22	13.24	21	14.75	6	5,285	1	8 0	5 0	1	1	1
.....	Apr. 1, 1883	22	24	21	24	6	60,916	1	6 0	3 6	2	1	2
.....	July 1, 1881	22	12	23	21	6	24,869	1	15 6	7 7	1	1	1
.....	July 1, 1881	22	16	23	17	6	2,600	(10)	9 6	8 0	(10)		
.....	July 1, 1880	53	20	52	20	6	101,212	2	13 0	8 8	3	1	3
.....	July 1, 1880	53	17	52	17			121					
.....	.....	43	13	44	14	6							
.....	Apr. 15, 1881	43	13	44	14	6	27,200	1	19 5	8 5	1	1	1
.....	July 1, 1881	60	21	59	23	6	138,033	2	10 5	9 0	4	1	4
.....	July 1, 1880	2	20.07	1	19.33	12	166,603	4	12 0	6 9	4	1	34
.....	July 1, 1880	6	18.85	3	20.31								
.....	July 1, 1880	1	23.85	2	22.73								
.....	.....	3	22.73	4	24.53	12	96,902	3	15 6	7 10	3	1	3
.....	.....	11	24.92	12	24.03	6	76,127	2	20 0	8 6	2	1	(16)
.....	July 1, 1880	6	22.65	5	22.65	6	41,841	1	14 0	7 0	1	1	1
.....	July 1, 1880	5	25.55	4	25.72	6	116,223	2	22 0	8 8	4	1	4
.....	July 1, 1880	1	14	2	14	7	62,561	2	13 0	9 0	2	1	2
.....	July 1, 1881	12	20.35	3	19.74	6	34,461	222	12 0	7 0	1	1	1
								231	12 0	6 8			
								231	10 0	7 0			

¹⁵ Covered by Pittsburgh and Cincinnati R. P. O.¹⁶ See Pittsburgh and Cincinnati R. P. O.; clerks record arrival and departure at depot, Columbus, but go to post-office for registered mail, .83 mile.¹⁷ Formerly Columbus and Corning R. P. O.; extended June 9, 1884, to Columbus and Middleport; clerks are now running between Columbus and Athens.

Closed pouches residue; clerks record arrival and departure at depot, Columbus, but go to post-office for registered mail, .83 mile.

¹⁹ Pay not fixed on 22.38 miles.²⁰ Clerks record arrival and departure at depot, Columbus, but go to post-office for registered mail, .83 mile.²¹ Balance of route covered by closed-pouch service between Claremont and Claremont Junction, 1.90 miles (see Table C).²² These cars are also used by Pittsfield and Lawrence R. P. O. from Hooksett to Lawrence, Mass. (see foot-note to that line).²³ Reserve cars.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
Concordia and Junction City, Kans.	7	70.92	Concordia, Junction City, Kans. (U. P.).	33015	73.19	<i>Pounds.</i> 669	\$5,194 29
Corning, N. Y., and Williamsport, Pa. ¹	2	113.8	Corning, N. Y., Stokesdale Junction, Pa. (Fall Brook Coal Co.).	8065	(²)	.....	(²)
			Stokesdale Junction, Williamsport, Pa. (Fall Brook Coal Co.).	8150	78.52	495	4,967 96
Corpus Christi and Laredo, Tex.	7	161.75	Corpus Christi, Laredo, Tex. (T. M.).	31016	161.75	351	8,574 36
Council Bluffs, Iowa, and Brunswick, Mo. ⁴	7	224.60	Council Bluffs, Iowa, Brunswick, Mo. (W. S. L. and P.).	28013	224.42	2,454	30,126 14
Council Bluffs, Iowa, and Kansas City, Mo.	7	196.50	U. P. Transfer, Iowa, Kansas City, Mo. (K. C., St. J. and C. B.).	28006	200.70	5,150	34,492 30
Cranberry, N. C., and Johnson City, Tenn. ⁷	3	34.11	Cranberry, N. C., Johnson City, Tenn. (E. Tenn., Va. and Ga.).	19018	33.75	98	1,422 81
Crestline, Ohio, and Chicago, Ill.	5	280.62	Crestline, Ohio, Chicago, Ill. (Pitts., F. W. and Chic.). (part)	21002	(⁹)	.....	(⁹)
Creston, Iowa, and Saint Joseph, Mo. ¹¹	7	104.47	Creston, Ia., Hopkins, Mo. (C. B. and Q.).	27007	44.30	795	3,371 23
			Hopkins, Saint Joseph, Mo. (K. C., St. J. and C. B.).	28028	59.13	687	4,246 72
Crete and Red Cloud, Nebr.	6	150.11	Crete, Beatrice, Nebr. (Om. and South West).	34006	30.66	670	2,175 94
			Beatrice, Red Cloud, Nebr. (Rep. Valley).	34016	120.84	290	5,889 74
Crookston, Minn., and Devil's Lake, Dak.	6	114.35	Crookston, Minn., Devil's Lake, Dak. (St. P., Minn. and Man.).	26039	114.34	633	7,919 18
Cuba and Salem, Mo.	7	40.93	Cuba, Salem, Mo. (St. L., S. and L. R.).	28023	40.93	398	2,309 68
Cumberland, Md., and Piedmont, W. Va.	3	33.73	Cumberland, Md., Piedmont, W. Va. (C. and Pa.).	10011	33.76	360	1,818 65
Cumberland, Md., and Pittsburgh, Pa.	3	150.73	Cumberland, Md., Pittsburgh, Pa. (Pitts. Div. B. and O.).	8063	150.32	1,615	16,708 05
Curwinsville and Tyrone, Pa.	2	47.45	Curwinsville, Tyrone, Pa. (T. and C. Brch., Penn.).	8035	47.66	565	3,178 44
Dallas and Cleburne, Tex. .	7	55.05	Dallas, Cleburne, Tex. (G. C. and S. F.).	31035	55.05	76	2,353 38
Dallas and El Paso, Tex. ¹⁵ ..	7	.....	.....	.....	.....	.....	.....
Danbury and South Norwalk, Conn.	1	23.61	Danbury, South Norwalk, Conn. (Dan. and Nor.).	5013	23.61	1,270	2,281 19
Dansville and Buffalo, N. Y. ¹⁶	2	95.98	Avon, Dansville, N. Y. (D. M. and M. Brch. N. Y., L. E. and W.).	6006	30.19	687	2,168 24
			Avon, Attica, N. Y. (Attica Brch. N. Y., L. E. and W.). (part)	6007	34.50 ¹⁷	1,132	3,126 73
			Attica, Buffalo, N. Y. (Buffalo Brch. N. Y., L. E. and W.).	6008	(¹⁹)	.....	(¹⁹)
Danville and Cairo, Ill.	6	259.10	Danville, Cairo, Ill. (Wab., St. L. and Pac.).	23050	259.85	482	16,219 83

¹ Established July 30, 1883: relieved every third week by a Geneva and Wellsborough clerk.² 30.20 miles covered by Geneva and Wellsborough R. P. O.³ Cars and clerks shown on route 8065.⁴ Reported last year as Brunswick and Council Bluffs R. P. O.⁵ 1 car in reserve at Saint Joseph.⁶ 3 helpers through.⁷ This line was transferred from the fifth division May 1, 1884.⁸ In reserve.⁹ Covered by Pittsburgh and Chicago R. P. O., 279.50 miles. Clerks register at depot Crestline, but accompany registered mail to and from post-offices.¹⁰ See Pittsburgh and Chicago R. P. O.¹¹ Trains 11 and 12 run between Creston and Hop-

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.				
.....	Apr. 16, 1884	132	<i>Miles.</i> 20	131	<i>Miles.</i> 20	7	51,913	1	<i>Ft. In.</i> 13 3	<i>Ft. In.</i> 9 1	1	1	1	
.....	.....	9	23	6	20	6	22,023	1	13 6	7 0	1	1	1	
.....	July 16, 1883	9	22	6	23	6	49,272	(³)			(³)			
.....	July 1, 1882	2	13	1	13	7	118,401	2	12 0	6 0	3	1	3	
.....	July 1, 1883	4	22½	5	21½	7	164,407	2	25 7½	9 2¾	3	1	3	
.....	July 1, 1883	2	22	1	25½	7	136,835	⁵ 3	22 0	9 3	3	2	⁶ 6	
.....	July 1, 1880	1	10.17	2	10.17	6	21,353	⁸ 1	10 8 11 8	5 6 7 2	1	1	1	
.....	.....	1	23.47	8	24.40	6	175,668	3	24 0	9 0	4	1	(¹⁰)	
.....	July 1, 1883	12	26	11	23	6	25,283	1	15 4	9 3	2	1	2	
.....	July 1, 1883	63	26	64	23	6	40,114							
.....	July 1, 1883	5	20	6	26	6	19,193	}	1	18 0	9 0	2	1	2
.....	Sept. 1, 1881	5	20	6	25	6	137,376							
.....	Apr. 16, 1884	9	20	10	20	6	71,583	2	16 0	8 9	2	1	2	
.....	July 1, 1883	1	11	2	11	6	25,622	1	6 0	7 0	¹² 1	1	1	
.....	July 1, 1881	2	17.44	1	18.46	6	21,115	1	10 0	8 4	1	1	1	
.....	July 1, 1881	4	17.11	3	17.44	6	21,115							
.....	July 1, 1881	10	25.00	1	26.55	6	94,357	2	18 4	8 10	3	1	¹³ 3	
.....	July 1, 1881	1	18	2	23	6	29,704	¹⁴ 1	11 0 10 9	8 5 8 1	1	1	1	
.....	Mar. 1, 1882	10	21	1	21	7	40,297	1	13 0	9 0	1	1	1	
.....	July 1, 1881	1	23.57	2	20.20	6	14,779	1	11 2	6 0	1	1	1	
.....	July 1, 1881	7	23.57	8	23.18	6	14,779	¹⁴ 1	10 5	5 9				
.....	July 1, 1881	17	24	18	20	6	18,905	¹⁴ 1	15 0 12 8	9 0 9 11	1	1	1	
.....	July 1, 1881	17	24	18	30	6	21,605	(¹⁸)	.....	.....	(¹⁸)			
.....	.....	17	26	18	27	6	19,583	(¹⁸)	.....	.....	(¹⁸)			
.....	July 1, 1883	²⁰ 55 ²² 55	20 20	54 54	19 20	6 6	162,196	1 1 1	15 0 14 0 14 4	7 8 7 9 6 7	4	1	²¹ 5	

kins, and 63 and 64 between Hopkins and Saint Joseph.

¹² Acting clerk.¹³ Also one acting clerk who runs between Pittsburgh and Connellsville.¹⁴ Reserve car.¹⁵ See Texarkana and El Paso R. P. O.¹⁶ Relieved every third week by a Rochester and Corning clerk.¹⁷ Balance of route, 76.47 miles, covered by Rochester and Corning R. P. O.¹⁸ Cars and clerks shown on route 6006.¹⁹ 31.51 miles covered by Hornellsville and Buffalo R. P. O.²⁰ Danville to Mt. Carmel.²¹ One clerk detailed to transfer duty at Danville, Ill.²² Vincennes to Cairo.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Danville and Olney, Ill.	6	108.82	Danville, Sidell's Grove, Ill. (Chi. and Eastern, Ill.).	23044	23.76	154	\$1,105 74
			Sidell's Grove, Olney, Ill. (Dan., Olney and Ohio Riv.).	23006	86.49	154	3,697 45
Davenport, Iowa, and Cameron, Mo.	6	283.45	Davenport, Iowa, Cameron, Mo. (Chi., R. Isld. and Pac.).	27017 ² (part)	280.90	1,980	35,786 66
⁵ Davenport and Knoxville, Iowa.	6	143.00	Davenport, Washington, Iowa (Chi., R. Isld. and Pac.).	27017 (part)	(⁴)	(⁴)	.....
			Washington, Knoxville, Iowa (Chi., R. Isld. and Pac.).	27016	78.61	443	4,704 81
⁶ Dayton and Ironton, Ohio.	5	168.76	Dayton, Ironton, Ohio (Tol., Cin. and St. L.).	21054	167.91	160	7,780 09
Dayton and Wallula, Wash.	8	68.96	Dayton, Walla Walla, Wash. (Oregon Ry. and Navigation Co.).	43008	40.00	1,344	4,001 60
			Walla Walla, Wallula, Wash. (Oregon Ry. and Navigation Co.).	43004	32.10	1,312	3,156 39
Decherd and Fayetteville, Tenn.	5	40.37	Decherd, Fayetteville, Tenn. (Nash., Chatt. and St. L.).	19005	40.37	144	1,725 81
⁹ Delaware and Columbus, Ohio.	5	25.70	Delaware, Columbus, Ohio (C., C., C. and I.).	21013	25.70	1,675	2,922 60
¹⁰ Delphos, Ohio, and Saint Louis, Mo.	5	378.11	Delphos, Ohio, Kokomo, Ind. (Tol., Cin. and St. L.).	21065	108.32	64	4,630 67
			Kokomo, Frankfort, Ind. (Tol., Cin. and St. L.).	22033	27.85	101	1,190 58
			Frankfort, Ind., East Saint Louis, Ill. (Tol., Cin. and St. Louis).	22046	238.26	178	10,185 60
Delta, Pa., and Baltimore, Md.	3	47.50	Delta, Pa., Baltimore, Md. (Md. Central).	10024	45.50	283	2,178 54
Deming, N. Mex., and Los Angeles, Cal.	8	715.72	Deming, N. Mex., Yuma, Cal. (So. Pac.).	40001	467.02	2,710	64,289 97
			Yuma, Los Angeles, Cal. (So. Pac.).	46014 (part)	248.70	2,710	27,389 33
Denison and Taylor, Tex..	7	258.98	Denison City, Whitesborough, Tex. (Mo. Pac.).	31022 (part)	24.92 ¹²	1,436	2,578 22
			Whitesborough, Taylor, Tex. (Mo. Pac.).	31028	234.43	2,134	30,466 52
Denison and Houston, Tex.	7	339.19	Denison City, Houston, Tex. (H. and T. C.).	31003	337.64	4,125	53,407 89
Denison, Troup, and Houston, Tex.	7	344.35	Denison City, Mineola, Tex. (Mo. Pac.).	31017	102.84	1,080	9,144 53
			Mineola, Troup, Tex. (I. and G. N.).	31032	44.54	1,393	4,531 94
			Troup, Houston, Tex. (I. and G. N.).	31006 (part)	(¹⁵)	3,650	(¹⁵)
Denton and Dallas, Tex....	7	38.23	Denton, Dallas, Tex. (Mo. Pac.).	31030	37.85	201	1,618 08
Denver and Georgetown, Colo.	7	50.80	Denver, Golden, Colo. (Colo. Central).	38003 (part)	(¹⁷)	.....	(¹⁷)
			Golden, Georgetown, Colo. (Colo. Central).	38020	35.12	808	2,702 48

¹ One clerk detailed to Chicago, Ill., and Burlington, Iowa R. P. O.² Balance of route (55.16 miles) covered by Cameron, Plattsburgh, Mo., and Atchison, Kans., R. P. O., and by closed pouches between Atchison Junction and Leavenworth, Kans. See Table C^c.³ Two helpers between Seymour, Iowa, and meeting point, 114 miles.⁴ Distance (65.50 miles) covered by Davenport, Iowa, and Cameron, Mo., R. P. O.⁵ This line was reported last year as Washington and Knoxville, Iowa, R. P. O. Increased distance run this year 65.50 miles. Clerks run as helpers in Davenport, Iowa, and Cameron, Mo., R. P. O. between Davenport and Washington, Iowa.⁶ Formerly Dayton and Wellston R. P. O. Extended November 5, 1883, to Ironton. Increased distance 50.57 miles.⁷ Two clerks run between Dayton and Wellston. One clerk runs between Wellston and Ironton.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartment cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1883	51	Miles. 13	52	Miles. 11	6	14,874	2	Ft. In. 6 8	Ft. In. 6 1	1	1	12
.....	July 1, 1883	51	9	52	9	6	54,143						
.....	July 1, 1883	5	24	6	24	6	175,843	3	22 6	9 4	4	1	36
.....	.....	5	22	6	23	6	41,003	1	22 6	9 4	2	1	2
.....	July 1, 1883	5	23	6	22	6	48,515						
.....	Nov. 5, 1883	61	14	60	13.33	6	84,000	3	8 0	5 10	3	1	73
.....	Sept. 21, 1881	1	19.54	2	19.54	7	28,130	82	21 8	8 10	1	1	1
.....	July 1, 1881	1	19.54	2	19.54	7	22,347						
.....	July 1, 1880	81	11.56	82	12.14	6	25,244	1	8 0	6 2	1	1	1
.....	July 1, 1880	3	25.53	2	28.05	6	16,088	1	9 6	9 1	1	1	1
.....	July 1, 1880	1	15.56	2	17.70	6	67,808	6	10 5	7 6	6	1	6
.....	July 1, 1880	1	19.50	2	19.98	6	17,434						
.....	May 21, 1884	1	16.88	2	16.88	6	149,150						
.....	Jan. 21, 1884	2	14.06	1	15.00	6	29,735	1	8 0	5 8	1	1	1
.....	July 1, 1881	20	23.33	19	23.10	7	341,858	(11)	55 13	9 53	8	1	8
.....	July 1, 1881	20	23.33	19	23.10	7	182,048						
.....	July 1, 1882	153	21	154	21.50	7	18,226	2	22 2	9 2	4	1	4
.....	July 1, 1883	153	21	154	21.50	7	171,347						
.....	July 1, 1882	2	21	1	21	7	248,287	2	22 0	9 0	5	1	136
.....	July 1, 1882	199	19	200	19	7	75,279	143 1	17 6 23 10	8 10 9 4	5	1	5
.....	July 1, 1882	199	21	200	21	7	32,563	1	23 8	9 5			
.....	July 1, 1882	199	22	200	22	7	144,222	1	23 0	8 10			
.....	Sept. 1, 1881	193	12	194	12	6	23,932	161 1	20 6 21 2	7 5 8 10			
.....	.....	231	16	232	16	7	11,712	161 1	13 4 13 4	7 4 7 4	1	1	1
.....	July 1, 1882	231	12	232	12	7	25,473	1	16 3	7 5	1	1	1

⁸ One reserve car.⁹ Clerk records arrival and departure at depot, Columbus, but goes to post-office for registered mail, $\frac{83}{100}$ mile.¹⁰ Runs are divided as follows: 2 clerks between Delphos and Frankfort, 2 clerks between Frankfort and Charleston, 2 clerks between Charleston and East Saint Louis.

Cars on San Francisco and Los Angeles R. P. O. run through to Deming on this line.

¹² 15.59 miles of route 31022 covered by closed pouchservice between Whitesborough and Gainesville, Tex. See Table C^c.¹³ 1 clerk detailed office superintendent, Saint Louis, Mo.¹⁴ 2 cars held in reserve.¹⁵ 197 miles distance on route 31006 covered by Texarkana and Houston R. P. O.¹⁶ In shops.¹⁷ 16 miles distance on route 38003 covered by Fort Collins and Denver R. P. O.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
¹ Denver and Leadville, Colo.	7	172.25	Denver, Leadville, Colo. (D., S. P. and Pac.).	38005	172.25	1,078	\$15,170 05
Denver and Pueblo, Colo.	7	125.98	Denver, Pueblo, Colo. (D. and N. O.).	38023	125.98	527	8,186 18
³ Denver, Colo., and Ogden, Utah.	7	772.81	Denver, South Pueblo, Colo. (D. and R. G.).	38001 (part)	(⁴)	.....	(⁴)
			South Pueblo, Salida, Colo. (D. and R. G.).	38019 (part)	(⁵)	.....	(⁵)
			Salida, Colo., Ogden, Utah (D. and R. G.).	38012	555.64	1,136	18,805 72
⁷ Denver, Pueblo, and Leadville, Colo.	7	278.51	Denver, South Pueblo, Colo. (D. and R. G.).	38001 (part)	⁸ 120.00	2,233	15,698 40
			South Pueblo, Leadville, Colo. (D. and R. G.).	38019	158.92	2,850	22,283 76
Des Moines and Albia, Iowa	6	68.46	Des Moines, Albia, Iowa (Chi., Burl. and Qcy.).	27033	68.88	2,360	9,187 21
¹⁰ Des Moines and Decatur, Iowa.	6	85.50	Des Moines, Decatur, Iowa (Des M., Osc. and South.).	27084 ¹¹ (part)	86.32	151	3,690 18
Des Moines and Keokuk, Iowa.	6	163.08	Des Moines, Keokuk, Iowa (Chi., R. I. and Pac.).	27019	163.11	704	11,854 83
Des Moines, Percy and Albia, Iowa.	6	67.97	Des Moines, Albia, Iowa (Wab., St. L., and Pac.).	27060 (part)	67.97	168	2,905 72
Des Moines and Winterset, Iowa.	6	42.90	Des Moines, Somerset Jc., Iowa (Chi., R. I. and Pac.).	27015 ¹⁴ (part)	15.70	533	1,020 18
			Somerset Jc., Winterset, Iowa (Chi., R. I. and Pac.).	27076	27.72	449	1,659 04
¹⁵ Detroit, Mich., and Chicago, Ill.	9	286.69	Detroit, Mich., Chicago, Ill. (Mich. Cent.).	24006	285.10	14,209	76,785 98
¹⁶ Detroit and Grand Haven, Mich.	9	188.94	Detroit, Grand Haven, Mich. (Det., Grd. Hav. and Mil.).	24027	189.06	2,532	25,540 11
²¹ Detroit and Grand Rapids, Mich.	9	170.65	Detroit, Jackson, Mich. (Mich. Cent.).	24006 (part)	(²²)	.....	(²²)
			Jackson, Grand Rapids, Mich. (Mich. Cent.).	24010	94.72	2,178	12,309 81
²³ Detroit, Mich., and Peru, Ind.	9	194.73	Detroit, Mich., Denver, Ind. (Wab., St. L. and Pac.).	22027 ²¹ (part)	186.03	515	11,929 10
			Denver and Peru, Ind. (Wab., St. L. and Pac.).	22004 (part)	(²⁵)	.....	(²⁵)
²⁶ Detroit and Three Rivers, Mich., and Chicago, Ill.	9	274.49	Detroit, Jackson, Mich. (Mich. Cent.).	24006 (part)	(²⁷)	.....	(²⁷)
			Jackson, Niles, Mich. (Mich. Cent.).	24008	104.30	665	7,402 17
			Niles, Mich., Chicago, Ill. (Mich. Cent.).	24006 (part)	(²⁷)	.....	(²⁷)
Detroit, Mich., and Toledo, Ohio, <i>day line</i> .	9	60.30	Detroit, Mich., Toledo, Ohio (Mich. Cent.).	24035	60.12	3,966	9,355 27
Detroit, Mich., and Toledo, Ohio, <i>night line</i> .	9	65.95	Detroit, Mich., Toledo, Ohio (L. S. and M. S.).	24001	65.58	4,368	10,597 72

¹ Denver and Leadville R. P. O. and Denver, Pueblo, and Leadville R. P. O. run on same track from Buena Vista to Leadville, but on different routes—lap service. Buena Vista and Gunnison R. P. O. also runs over route 38005 between Buena Vista and Nathrop, Colo.

² Reserve car at Denver.

³ Reported last year as Salida and Grand Junction R. P. O. Increased distance 565.31 miles.

⁴ 120 miles distance on route 38001 covered by Denver, Pueblo, and Leadville R. P. O.

⁵ 97 miles distance on route 38019 covered by Denver, Pueblo, and Leadville R. P. O.

⁶ Reserve car.

⁷ Denver and Ogden R. P. O. runs 120 miles on route 38001, between Denver and South Pueblo, and 97 miles on route 38019, between South Pueblo and Salida, Colo.

⁸ 50 miles of route 38001 covered by Pueblo and Silverton R. P. O., between South Pueblo and

Cucharas, Colo., and 36.90 miles between Cucharas and El Moro, Colo., covered by closed-pouch service. See Table C^c.

⁹ 1 car in reserve at Denver. All full-length postal cars.

¹⁰ This line was reported last year as Des Moines and Osceola, Iowa, R. P. O. Increased distance run this year 25.50 miles.

¹¹ Balance of route (5.80 miles) between Decatur and Leon, covered by closed pouches. See Table C^c.

¹² 1 car in reserve.

¹³ 1 clerk detailed to Burlington and Council Bluffs, Iowa, R. P. O.

¹⁴ Balance of route, Somerset Junction to Indianola, Iowa (6.73 miles), covered by pouch service. See Table C^c.

¹⁵ Double service, one line daily, the other daily, except Sunday.

¹⁶ 1 car held in reserve.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1883	261	Miles. 17	262	Miles. 17	7	126,087	2	Ft. In. 15 8	Ft. In. 7 7	3	1	3
.....	Dec. 2, 1882	1	26	2	26	7	92,217	2 ²¹	14 0	7 6	2	1	2
.....	.....	1	25	8	25	7	87,840	6	19 8	7 5	8	1	8
.....	.....	1	25	8	25	7	71,004		35 8	7 7			
.....	Apr. 1, 1883	1	21	8	21	7	406,853						
.....	July 1, 1882	3	23	6	23	6	75,082	94	35 8	7 7	4	1	4
.....	July 1, 1882	3	20	6	20	6	99,265						
.....	Apr. 1, 1884	32	23	33	25	6	42,856	2	17 5	8 9	2	1	2
.....	July 1, 1883	1	15	2	16	6	53,523	1	8 0	7 8	1	1	1
.....	July 1, 1883	2	22	1	24	6	102,088	1 ²³	16 6	9 0	2	1	1 ²³
.....	July 1, 1883	8	22	7	21	6	42,549	1	25 7	7 8	1	1	1
.....	July 1, 1883	33	18	34	19	6	9,828	1	9 0	7 0	1	1	1
.....	July 1, 1883	33	18	34	19	6	17,027						
\$18,531 50	Apr. 4, 1883	3	29.03	2	30.05	6	179,467	1 ⁶³	44 0	9 0	4	2	1 ⁷ 30
.....	Apr. 4, 1883	9	26.14	10	30.86	7	209,857	1 ⁶³	50 0	9 0	4	3	
.....	Apr. 4, 1883	3	24.36	6	23.06	6	118,276	1 ⁹³	22 10	9 0	3	1	2 ⁰⁶
.....	.....	1	27.00	8	25.20	6	100,160	1	21 0	8 7	2	1	
.....	.....	15	30.28	16	32.44	6	47,388	1	11 1	7 11	3	1	}
.....	Apr. 4, 1883	15	26.82	16	28.89	6	59,285	1	10 7	8 6		1	
.....	.....	103	25.04	106	26.20	6	59,285	1	10 7	8 6	2	1	}
.....	Aug. 1, 1882	21	24.89	26	26.87	6	129,079	2	16 6	10 4	3	1	
.....	.....	21	24.89	26	26.87	6	560						3
.....	.....	11	25.23	4	25.23	6	47,388	1	16 8	9 0	4	1	(28)
.....	Apr. 4, 1883	11	25.32	4	23.86	6	65,060	1	18 0	9 0			
.....	.....	11	25.06	4	26.23	6	59,382	.....	.....	.....	1	1	1
.....	Apr. 4, 1883	301	27.36	306	29.65	6	37,747	1	17 10	8 8			
.....	Apr. 4, 1883	(29)	.....	130	12.16	6	41,284	1	36 0	9 0	1	2	2

¹⁷ 3 clerks detailed to the Detroit, Three Rivers, and Chicago R. P. O.; 1 clerk detailed to office of chief clerk R. M. S., Detroit, Mich.; 2 clerks assigned as transfer clerks at Detroit, Mich.; 1 clerk assigned as transfer clerk at Jackson, Mich.; 1 clerk detailed from Grand Rapids and La Crosse R. P. O.; 2 clerks assigned as helpers between Kalamazoo, Mich., and Chicago, Ill. (144 miles); 1 clerk detailed as transfer clerk at Michigan City, Ind.

¹⁸ Clerks on trains 1 and 8 run only between Detroit and Grand Rapids, Mich. (157.50 miles). There is double service between these points daily, except Sunday.

¹⁹ 1 car held in reserve.

²⁰ 1 clerk assigned as helper between Detroit and Durand, Mich., 67 miles.

²¹ Double service between Jackson and Grand Rapids, Mich. (94.72 miles), daily, except Sunday.

²² Shown in report of Detroit and Chicago R. P. O.

²³ Reported last year as Detroit and Logansport R. P. O.

²⁴ Balance of route, Denver to Logansport, Ind. (18.03 miles), covered by closed pouches. See Table C; R. P. O. service between Detroit, Mich., and Logansport, Ind., to May 18, 1884. Since then the R. P. O. has run from Detroit, Mich., to Peru, Ind., via Denver, Ind. This R. P. O. runs 8.03 miles on route 22004.

²⁵ Shown in report of Michigan City and Indianapolis R. P. O.

²⁶ Outward clerks perform duty in Detroit and Chicago R. P. O. between Niles, Mich., and Chicago, Ill. (94.49 miles). Inward they perform duty in the same R. P. O. between Jackson and Detroit, Mich. (75.70 miles).

²⁷ Shown in report of Detroit and Chicago R. P. O.

²⁸ Clerks appointed to Detroit and Chicago R. P. O.

²⁹ No train outward. Service performed by Detroit and Toledo day line.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Doyle's Station, and Tullahoma, Tenn. ¹ .	5	56.82	Doyle's Station, Tullahoma, Tenn. (Nash., Chat. and St. L.).	19013	56.82	302	\$1,515 06
Dresden and Cincinnati, Ohio.	5	185.22	Dresden, Morrow, Ohio (P., C. and St. L.).	21029	148.73	678	10,555 36
		148.73	Morrow, Cincinnati, Ohio (P., C. and St. L.).	21014 (part)	(⁴)	.....	(⁴)
Driftwood and Red Bank Furnace, Pa.	2	109.98	Driftwood, Red Bank Furnace, Pa. (Low Grade Div. Alleg. Val.).	8076	110.45	409	6,327 67
Dubuque, Iowa and Mendota, Ill. ⁷	6	132.29	Dubuque, Iowa, Mendota, Ill. (Illinois Central).	23021 ⁶ (part)	132.29	2,705	14,569 09
Dubuque and Sioux City, Iowa.	6	327.64	Dubuque, Sioux City, Iowa (Illinois Central).	27021	327.59	2,944	36,971 81
Duluth and St. Paul, Minn..	6	154.80	Duluth, St. Paul, Minn. (St. Paul and Dul.).	26007	155.59	1,234	11,813 95
Duncan's Mills and San Francisco, Cal.	8	79.25	Duncan's Mills, San Francisco, Cal. (No. Pac. Coast).	46016	79.25	429	4,675 75
Dunkirk, N. Y., and Titusville, Pa. ¹³	2	91.41	Dunkirk, N. Y., Titusville, Pa. (Dun., A. V. and P.).	6019	91.16	428	5,378 44
Dupont, Ga., and Newnansville, Fla.	4	104.10	Du Pont, Ga., to Newnansville, Fla. (S., F. and W. Rwy.).	15036	104.10	196	664 15
Dwight and Washington, Ill.	6	70.13	Dwight, Washington, Ill. (Chi. and Alton).	23019	70.12	239	3,117 53
Easton and Hazleton, Pa. ¹⁴ .	2	69.18	Easton, Penn Haven Junction, Pa. (Lehigh Val.).	8010	(¹⁵)	.....	(¹⁵)
		¹⁶ 45.53	Penn Haven Junction, Hazleton, Pa. (Lehigh Val.).	8016 ¹⁹ (part)	15.90	397	897 24
East Saginaw and Lakeview, Mich.	9	71.29	East Saginaw, Alma, Mich. (Det., Lan. and Northern).	24030 ²¹ (part)	39.11	527	2,495 07
			Alma, Lakeview, Mich. (Det., Lan. and Northern).	24041	34.00	362	1,831 58
East Saginaw and Port Huron, Mich. ²²	9	92.06	East Saginaw, Saginaw Junction, Mich. (Pt. H. and N. W.).	24025	78.85	292	3,843 15
			Saginaw Junction, Port Huron, Mich. (Pt. H. and N. W.).	24042 (part)	(²³)	.....	(²³)
Eastonton and Gordon, Ga.	4	38.73	Eastonton, Gordon, Ga. (Cent. R. R. of Ga.).	15014	38.57	108	1,648 86
Eau Claire, Wis., and Wabasha, Minn.	6	49.40	Eau Claire, Wis., Wabasha, Minn. (Chi., Mil. and St. Paul).	25047	49.58	183	2,119 54
Elba and Rocky Mount, Va.	3	37.26	Elba, Rocky Mount, Va. (Franklin Div. Va. Mid.).	11022	37.23	152	1,591 58
Ellijay and Marietta, Ga. . .	4	57.75	Ellijay, Marietta, Ga. (M. and N. G. E. R.).	15030 ²¹ (part)	67.83	111	2,012 23
Elmira, N. Y., and Blossburgh, Pa. ²⁸	2	52.41	Elmira, N. Y., Blossburgh, Pa. (Tioga).	8020 ²⁹ (part)	49.92	560	3,329 16

¹ Report of 1883. Rock Island and Tullahoma R. P. O. Extended to begin at Walling March 4, 1884. Increased distance, 1.10 miles. Extended to begin at Doyle's Station May 5, 1884. Increased distance, 7.10 miles.

² Between Dresden Junction and Morrow, 12 times per week; residue 6 times. Formerly run between Dresden Junction and Washington Court House, May 11, 1884.

³ Dresden Junction to Cincinnati, 3 crews, 1 clerk to crew. Dresden to Morrow, 2 crews, 1 clerk to crew. Covered by Columbus and Cincinnati R. P. O., 36 miles.

⁵ Reserve car.

⁶ Balance of route (212.85 miles) covered by Mendota and Centralia, Ill., R. P. O.

⁷ This line was reported last year as Freeport and Centralia, Ill., R. P. O., which has been extended to Dubuque, Iowa, and divided at Mendota, Ill., into Dubuque, Iowa, and Mendota, Ill., and Mendota and Centralia, Ill., R. P. O's. Increased distance run this year, 68.80 miles.

⁸ Night line.

⁹ Day line.

¹⁰ 1 helper on day line between Dubuque and Waterloo, Iowa, 93 miles.

¹¹ Reserve.

¹² 1 reserve car.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	Mar. 4, 1884	72	Miles. 12.80	71	Miles. 11.30	6	31,148	1	Ft. In. 8 0	Ft. In. 6 2	1	1	1
.....	July 1, 1880	11	25.81	18	26.60	(2)	93,104	4	14 6	6 9	35	1	5
		3	21.09	4	17.00	.....	84,401						
		11	22.15	18	19.25	.....	22,536						
.....	July 1, 1881	2	21	1	18	6	68,848	2	14 0	8 6	2	1	2
								51	14 8	8 5			
.....	July 1, 1883	5	24	6	26	6	82,813	1	27 3	9 0	2	1	2
.....	July 1, 1883	82	21	1	22	12	410,204	{	24 7	9 0	5	1	1011
		94	21	2	22								
		2	24	1	21								
.....	July 1, 1883	2	24	1	21	6	96,905	2	22 6	8 6	3	1	3
								111	21 2	9 3			
.....	July 1, 1881	1	16.23	16	15.85	6	49,610	123	21 4	9 6	2	1	2
.....	July 1, 1881	1	24	4	23	6	57,222	1	15 6	6 6	2	1	2
.....	Jan. 22, 1883	9	18	10	19	7	75,993	1	18 0	9 3	1	1	1
.....	July 1, 1883	122	21	121	21	6	43,901	1	13 10	9 5	1	1	1
.....	.....	2	27	7	26	6	33,886	2	15 0	8 0	2	1	175
		18	23	3	26	6	33,866	2	14 0	8 4	2	1	
		6	31	21	32	166	28,501	1	10 0	8 0			
								182	10 0	8 0			
.....	July 1, 1881	2	18	7	15	6	9,440	(20)	.....	.....	(20)		
		18	18	3	16	6	9,440	(20)	.....	.....	(20)		
.....	Dec. 20, 1883	3	19.10	2	19.10	6	24,194	1	10 3	5 6	1	1	1
.....	Apr. 4, 1883	3	15.90	2	15.90	6	20,432	1	9 8	6 9			
.....	Apr. 4, 1883	5	29.50	8	21.84	6	49,829	1	9 6	6 0			
.....	.....	5	29.50	8	21.84	6	7,799	(24)	.....	.....	1	1	252
.....	July 1, 1880	24	13	23	12	6	24,246	261	26 4	8 7	1	1	1
.....	July 1, 1883	1	22	2	20	6	30,924	1	18 0	9 3	1	1	1
								1	15 7	7 0			
.....	July 1, 1881	34	10.57	33	10.57	6	23,324	1	5 4	5 3	1	1	1
.....	July 17, 1882	1	8	2	8	6	36,161	1	14 0	6 10	1	1	1
.....	July 1, 1881	1	19	4	18	6	32,807	1	12 4	9 7	1	1	1
								51	10 7	6 3			

¹³ Relieves Buffalo and Jamestown clerk every third week.¹⁴ Double day service and additional run 45.53 miles to Mauch Chunk and return.¹⁵ 54.10 miles covered by New York and Elmira R. P. O.¹⁶ Short run Easton to Mauch Chunk. Same clerks as on trains 2 and 18; 1 from Mauch Chunk in the a. m. and from Easton in the p. m.¹⁷ One helper Easton to Hazleton and return.¹⁸ Reserve cars.¹⁹ Balance of route (8.80 miles) covered by Hazleton and Sunbury R. P. O.²⁰ Cars and clerks shown on route 8010.²¹ Remainder of route (6.83 miles) Alma to Ithaca,

Mich., covered by closed-pouch service. See Table C.

²² Runs on route 24042, Saginaw Junction to Port Huron, Mich. (12.75 miles).²³ Shown in report of Port Austin and Port Huron R. P. O.²⁴ Reported on route 24025.²⁵ 1 clerk detailed to Lenox and Jackson R. P. O.²⁶ Mail, baggage, and express in one car.²⁷ Ten miles covered by closed pouches. No pay fixed on 20.76 miles.²⁸ 3.20 miles, Tioga Junction to Lawrenceville, double daily service except Sunday.²⁹ Balance of route (16.02 miles) covered by closed-pouch service. See Table C.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Elmira, N. Y., and Wilkes Barre, Pa. ¹	2	124.13	Elmira, Waverly, N. Y. (N. Y., L. E. and W.). Waverly, N. Y., Wilkes Barre, Pa.	6001 8010	(2) (4)	.....	(2) (4)
Elmira, N. Y., and Williamsport, Pa.	2	79.13	Elmira, N. Y., Williamsport, Pa. (No. Central).	8021	79.71	2,007	\$10,222 80
Emerson and Norfolk, Nebr.	6	46.96	Emerson, Norfolk, Nebr. (Chi., St. P., Minn. and O.).	34021	46.67	203	1,995 14
Emporia and Howard, Kans.	7	76.59	Emporia, Howard, Kansas, (A. T. and S. F.).	33023	76.59	315	3,863 96
Erie and Pittsburgh, Pa....	2	148.00	Erie, New Castle, Pa. (Erie and Pittsburgh). New Castle, Homewood, Pa., (Erie and Pittsburgh). Homewood, Pittsburgh, Pa., (Pitts., Ft. W. and C.).	8044 8029 21002	98.47 15.43 (11)	969 1,383	8,250 80 1,570 00 (11)
Essex Junction, Vt., and Boston, Mass.	1	241.86	Essex Junct., Burlington, Vt. (Ct. Vermont). Burlington, Bellows Falls, Vt. (Ct. Vermont). Bellows Falls, Vt., Fitchburg, Mass. (Cheshire). Fitchburg, Boston, Mass. (Fitchburg).	2001 ¹² (part) 2003 3055 3021 ¹⁴ (part)	8.50 120.39 64.54 (15)	3,516 3,308 2,935	1,271 85 17,602 22 9,105 30 (15)
Evansville, Ft. Branch and Mt. Vernon, Ind.	5	58.68	Fort Branch, Evansville, Ind. (Evans. and T. Haute). Ft. Branch, Mt. Vernon, Ind. (Evans. and T. Haute).	22012 (part) 22039	(16) 39.40	 157	(16) 1,684 34
Evansville, Ind. and Nash-Tenn. ¹⁷	5	157.81	Henderson, Ky., Nashville, Tenn. (Lou. and Na-h.).	20025	145.92	178	10,106 41
Evansville, Ind., and St. Louis, Mo.	6	164.79	Evansville, Ind., St. Louis, Mo. (Louis. and Nash.).	23032	162.25	1,033	14,011 91
Fair Haven, N. Y., and Sayre, Pa.	2	117.50 ^{1987.34}	Fair Haven, N. Y., Sayre, Pa. (So. Central).	6084	118.92	22,405	6,113 15
Fairland and Martinsville, Ind.	5	38.06	Fairland, Martinsville, Ind., (Fair., Frank. and Mart.).	22016	38.35	141	1,639 46
Fargo, Dak., Breckenridge and St. Paul, Minn. ²²	6	268.48	Fargo, Dak., Breckenridge, Minn. (St. Paul, Minn. and Man.). Breckenridge, St. Paul, Minn. (St. Paul, Minn. and Man.).	26005 26006	53.27 216.88	2,698 3,666	7,333 14 26,257 66
Fargo and La Moure, Dak. ²⁴	6	88.15	Fargo, La Moure, Dak. (North Pac.).	35015	88.34	.....	No pay fixed.
Farley and Cedar Rapids, Iowa.	6	57.81	Farley, Cedar Rapids, Iowa (Chi., Mil. and St. Paul).	27020	57.87	491	3,661 43
Farmington and Lewiston, Me.	1	47.12	Farmington, Leeds Junct., Me. (Me. Central). Leeds Junct., Lewiston, Me., (Me. Central).	3 ²⁵ (part) 5 ²⁶ (part)	33.36 (27)	729	2,673 55 (27)
Fernandina and Cedar Keys, Fla.	4	155.22	Fernandina, Cedar Keys, Fla. (Fla. Trans.).	16001	155.15	620	8,596 85
Flomaton, Ala., and Pensacola, Fla.	4	44.84	Flomaton, Ala., Pensacola, Fla. (L. and N.).	16003	45.29	352	1,920 74

¹ Short run New York and Elmira R. P. O.² 17.75 miles covered by New York and Dunkirk R. P. O.³ Clerks accounted for in New York and Elmira R. P. O.⁴ 124.98 miles covered by New York and Elmira R. P. O.⁵ Cars and clerks shown on route 6001.⁶ 1 clerk relieves Canandaigua and Elmira clerk every third week.⁷ Reserve cars.⁸ 1 clerk does transfer duty at Erie, Pa.⁹ Reserve car.¹⁰ Cars and clerks shown on route 8044.¹¹ 34.60 miles covered by Pittsburgh and Chicago R. P. O.¹² Balance of route covered by Saint Albans and Boston R. P. O., 24.50 miles, and Saint Albans and Ogdens R. P. O. 24.10 miles.¹³ 1 clerk detailed as transfer clerk, Rutland, Vt.¹⁴ Balance of route covered by Boston and Troy R. P. O. 56.11 miles.¹⁵ Covered by Boston and Troy R. P. O.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft. In.	Ft. In.			
.....	.....	9	43	30	24	6	11,023	2	20 0	8 3	1	(3)	
.....	.....	9	25	30	34	6	66,683	(5)	.....	.....	(5)		
.....	July 1, 1881	2	25	1	25	6	49,536	1 72 71	15 3 15 0 14 8	8 7 8 7 8 7	2	1	62
.....	Jan. 1, 1882	11	16	12	16	6	29,397	1	11 9	9 4	1	1	1
.....	July 1, 1882	53	12½	54	12½	6	47,946	1	12 0	7 8	1	1	1
.....	July 1, 1881	24	24	21	25	6	61,697	2 91	20 0 12 0	9 0 9 0	3	1	84
.....	July 1, 1881	24	14	21	18	6	9,259	(10)	.....	.....	(10)		
.....	.....	24	22	21	22	6	21,694	(10)	.....	.....	(10)		
.....	July 1, 1881	53	20.86	10	19.20	6	5,077	1	33 9	6 10	4	2	139
.....	July 1, 1881	53	21.12	10	24.76	6	75,120	1 72	24 2 24 0	6 10 6 10			
.....	July 1, 1881	53	23.70	10	28.44	6	40,158						
.....	.....	53	30.36	10	31.32	6	31,049						
.....	.....	15	24.13	16	24.13	6	12,208						
.....	Oct. 16, 1882	15	23.28	16	23.28	6	24,644	1	5 6	9 3	1	1	1
.....	July 1, 1880	51	21.76	52	19.95	6	98,789	2	14 6	9 6	3	1	3
.....	July 1, 1883	54	18	53	21	6	103,102	181 2	11 9 11 10	9 11 9 11	3	1	3
.....	July 1, 1881	8 2	22 26	15 7	20 24	6 196	73,555 54,676	2 2	12 0 11 0	6 8 6 3	3 (20)	1	3
.....	July 1, 1880	52	13.04	51	10.57	6	23,825	211 1	13 10 12 0	6 6 6 10	1	1	1
.....	Apr. 1, 1884	9	22	10	23	6	32,301	2	22 0	8 9	4	1	235
.....	Apr. 1, 1884	9	22	10	23	6	135,767	1 181 181	24 6 20 0 12 4	8 9 8 9 8 9			
.....	.....	51	20	52	20	6	55,182	1	23 9	8 10	1	1	1
.....	July 1, 1881	19	19	20	19	6	36,189	1	16 0	6 11	1	1	1
.....	July 1, 1881	56	19.80	70	19.10	6	45,716						
.....	.....	56	12.84	70	12.58	6	6,673	1 1	19 2 19 3	7 9 7 10	2	1	2
.....	July 1, 1880	1	17	2	17	6	97,168	1 1 91	20 4 19 4 19 7	8 8 7 11 8 8	3	1	284
.....	July 1, 1880	1	17	4	17	6	28,070	1	14 0	9 0	1	1	1

¹⁶ Covered by Terre Haute and Evansville R. P. O. 19 miles.¹⁷ Between Evansville and Henderson clerks are carried by boats.¹⁸ Reserve.¹⁹ Short run Auburn and Sayre R. P. O.²⁰ Clerk records arrival and departure at North Fair Haven by slips. Clerks perform service alternately on the short run.²¹ In reserve.²² Cars run through from Saint Paul, Minn., to Neche, Dak., covering Neche, Dak., and Breckenridge, Minn., R. P. O.²³ One helper between Saint Paul and Delano, Minn., 39 miles.²⁴ Service on this line was established this year.²⁵ Balance of route covered by Bath and Lewiston R. P. O. 15.03 miles, and closed-pouch service between Leeds Junction and Lewiston, 16.50 miles. See Table C.²⁶ Balance of route covered by Skowhegan and Portland R. P. O. 91.90 miles.²⁷ Covered by Skowhegan and Portland R. P. O. 10.66 miles.²⁸ Detailed as transfer clerk at Baldwin, Fla.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Florence and Augusta, S. C.	4	164.37	Florence, Columbia, S. C. (W. C. and A.).	14002 (part)	183.00	4,696	\$5,677 20
			Columbia, S. C., Augusta, Ga. (C. C. and A.).	13007	(²)	-----	(²)
Florence and Douglas, Kans.	7	54.58	Florence, Douglas, Kans. (A. T. and S. F.).	33017	54.58	397	3,079 94
Florence and Ellinwood, Kans.	7	98.87	Florence, Ellinwood, Kans. (A. T. and S. F.).	33030	98.87	373	5,410 16
Fonda and Des Moines, Iowa.	6	115.17	Fonda, Des Moines, Iowa, (Wab. St. L. and Pac.).	27046	114.22	317	5,762 40
Fond du Lac and Milwaukee, Wis.	6	64.18	Fond-du-Lac, Milwaukee, Wis. (Chi. and No. West.).	25012	64.07	3,770	9,805 91
Forreston and Aurora, Ill.	6	81.58	Forreston, Aurora, Ill. (Chi. and Iowa).	23036	(³)	-----	(³)
Fort Howard, Wis., Chicago, Ill.	6	243.33	Fort Howard, Wis., Chicago, Ill. (Chi. and No. West.).	25009	242.70	6,373	42,581 21
Fort Collins and Denver, Colo. ⁶	7	89.54	Fort Collins, Denver, Colo. (Colo. Central).	38003	91.01	1,119	8,170 88
Fort Howard, Wis., and Winona, Minn. ⁷	6	215.40	Fort Howard, Wis., Winona, Minn. (G. Bay, Win. and St. Paul).	25027	215.50	459	13,083 00
Fort Madison and Birmingham, Iowa.	6	41.81	Fort Madison, Birmingham, Iowa (Ft. Mad. and No. West.).	27064	41.62	80	1,779 25
Fort Scott, Kans., and Joplin, Mo. ⁸	7	76.77	Fort Scott, Kans., Joplin, Mo. (K. C., Ft. S. and G.).	33008 (part)	976.49	1,532	8,240 27
Fort Scott and Wichita, Kans. ¹⁰	7	158.60	Fort Scott, Wichita, Kans. (St. L., Ft. S. and W.).	33036	158.60	332	8,272 57
Fort Wayne, Ind., and Cincinnati, Ohio. ¹¹	5	178.46	Fort Wayne, Connorsville, Ind. (Ft. W., Cin. and Louis.).	22020 ¹²	109.89	388	6,107 68
			Connorsville, Ind., Harrison, Ohio (White Water).	21031 (part)	43.10 ¹³	468	2,653 24
			Harrison, Valley Junction, Ohio (C. I., St. L. and C.).	21071	7.40	1,017	518 81
			Valley Junction, Ind., Cincinnati, Ohio (C. I., St. L. and C.).	22003 (part)	(¹⁴)	-----	(¹⁴)
Fort Worth and Galveston, Tex.	7	347.09	Fort Worth, Temple, Tex. (G., C. and S. F.).	31033	128.30	552	8,447 27
			Temple, Galveston, Tex. (G., C. and S. F.).	31027 (part)	219.00 ¹⁵	792	16,665 90
Fredericksburgh and Orange C. H., Va.	3	38.70	Fredericksburgh, Orange C. H., Va. (Pot., Fred. and Pied.).	11020	38.83	169	1,659 98
Galesburgh and Havana, Ill.	6	62.03	Galesburgh, Havana, Ill. (Fulton Co., N. G.).	23067	60.81	279	2,911 58
Galva, Ill., and Burlington, Iowa. ¹⁶	6	85.15	Galva, Gladstone, Ill. (Chi. Burl. and Q'cy).	23070	75.17	471	4,627 46
			Gladstone, Ill., Burlington, Iowa (Chicago, Burl. and Quincy).	23007 (part)	(¹⁷)	-----	(¹⁷)
Garrison and Ogden	8	455.51	Garrison, Silver Bow, Mont. (Utah and Northern).	36001	44.32	1,833	5,343 21
			Silver Bow, Mont., Ogden, Utah (Union Pacific).	41003 ¹⁹ (part)	410.27	2,233	53,671 52

¹ Balance of route, 110 miles, covered by Wilmington and Charleston R. P. O.² Shown in Charlotte and Augusta R. P. O.³ Shown on Chicago, Forreston and Dubuque R. P. O.⁴ One car in reserve.⁵ Two clerks detailed to transfer duty at Chicago, Ill.⁶ Denver and Georgetown R. P. O. also runs over 16 miles of route 38003, between Denver and Golden, Colo.⁷ This line was reported last year as Green Bay, Wis., and Winona, Minn. R. P. O. Increased distance run this year, 0.59 mile.⁸ Reported last year as Kansas City and Joplin R. P. O. Decreased distance, 83.95 miles.⁹ 99 miles of route 33008 covered by Kansas City and Memphis R. P. O., and 6.30 miles covered by closed pouch service between Webb City and Joplin, Mo. (See Table C^a.)¹⁰ Reported last year as Fort Scott and El Dorado R. P. O. Increased distance, 31.53 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	July 1, 1882	48	<i>Miles.</i> 20	47	<i>Miles.</i> 22	7	59,860	1	<i>Ft. In.</i> 25 3	<i>Ft. In.</i> 8 10	2	1	2
(2)		48	20	47	20	7	59,130	1	22 0	8 10			
	July 1, 1882	63	13½	64	13½	6	34,167	1	12 0	7 8	1	1	1
	July 1, 1882	73	10½	74	10½	6	61,892	2	12 0	7 8	2	1	2
	July 1, 1883	2	21	1	19	6	72,096	2	14 0	8 0	2	1	2
	July 1, 1883	6	30	5	28	6	40,177	1	12 8	9 2	1	1	1
		4	27	1	25	6	51,069	2	8 9½	8 1	2	1	2
\$9,708 00	Apr. 1, 1884	20	22	19	23	6	152,324	43	50 0	9 5	4	2	⁵ 10
	July 1, 1882	226	22	225	22	7	65,543	1	13 4	8 11	1	1	1
	July 1, 1883	1	21	2	20	6	224,840	3	12 0	7 6	3	1	3
	July 1, 1883	1	9	2	9	6	26,054	1	6 4	4 5	1	1	1
	Apr. 10, 1883	5	22	6	22	7	56,196	1	14 0	9 0½	1	1	1
	Jan. 17, 1884	1	19½	2	19½	6	99,283	1	15 7	7 1½	2	1	2
	July 1, 1880	1	21.11	2	22.80	6	68,791	1	14½ 0	6 10			
	July 1, 1880	1	23.60	2	23.60	.....	26,981	1	12 0	7 6	3	1	3
	July 1, 1880	1	22.20	2	22.20	.....	4,632	1	11 0	9 4			
		1	34.22	2	27.36	.....	11,455						
	Feb. 8, 1882	2	20	1	20	7	94,128						
	Sept. 1, 1883	2	19½	1	19¾	7	159,942	3	20 6	9 0	5	1	5
	July 1, 1881	1	13.82	2	12.66	6	24,226	1	7 0	7 4	1	1	1
	July 1, 1883	1	16	2	14	6	38,831	1	8 0	6 0	1	1	1
	July 1, 1883	141	25	142	25	6	47,044	1	5 11	6 10	1	1	1
		141	22	142	17	6	6,260						
	Sept. 2, 1883	4	16.42	3	17.47	7	32,779						
	Apr. 1, 1884	4	16.42	3	17.47	7	300,654	4	40 0	7 5½	6	1	¹⁸ 7

¹¹ R. P. O. changed December 22, 1883, to Fort Wayne and Rushville R. P. O. and Hagerstown and Cincinnati, Ohio, R. P. O., at which time closed pouches were carried between New Castle and Cambridge City; and Fort Wayne and Rushville R. P. O. covered 22042. New Castle to Rushville. Changed back to Fort Wayne and Cincinnati R. P. O. May 19, 1884.

¹² No mail carried on 22020, between Cambridge City and Connorsville.

¹³ Closed-pouch service between Hagerstown and Cambridge City, 20.06 miles.

⁴ Covered by Chicago and Cincinnati R. P. O.

¹⁵ 56.10 miles of route 31027, between Temple and Lampasas, Tex., covered by Temple and Lampasas R. P. O.

¹⁶ This line was reported last year as Galva and Keithsburg R. P. O. Increased distance run this year, 26.33 miles.

¹⁷ Distance 10 miles, covered by Chicago, Ill., and Burlington, Iowa R. P. O.

¹⁸ One clerk detailed as chief clerk at Ogden, Utah.

¹⁹ Balance of route covered by closed-pouch service, Silver Bow to Butte City, 7 miles. See Table C.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i>).	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Geneva, N. Y., and Wellsborough, Pa.	2	97.51	Geneva, Corning, N. Y. (Fall Brook Coal Co.). Corning, N. Y., Wellsborough, Pa. (Fall Brook Coal Co.).	6103 8065 (part)	58.25 38.69 ¹	796 608	\$4,432 82 2,656 50
Georgetown, Del., and Franklin City, Va.	2	56.26	Georgetown, Del., Franklin City, Va. (Del., Md. and Va.).	9506 (part)	55.21 ⁵	301	2,613 93
Gilman and Springfield, Ill.	6	112.77	Gilman, Springfield, Ill. (Illinois Central).	23034	112.72	396	6,360 78
Girard and Galena, Kans.	7	48.29	Girard, Kans., Joplin, Mo. (St. L. and S. F.). Joplin, Mo., Galena, Kans. (St. L. and S. F.).	33020 28054 (part)	38.69 10.00 ⁷	151 190	1,653 99 427 50
Glendive and Billings, Mont. ⁸	6	225.28	Glendive, Billings, Mont. (North. Pac.).	26001 (part)	225.10	1,392	21,126 94
Glyndon, Md., and Gettysburgh, Pa. ¹¹	2	51.42	Gettysburgh, Valley Junction, Pa. (Han. Jet., H. and Gett.). Valley Junction, Intersection Pa. (Han. Jet., H. and Gett.). Intersection Pa., Glyndon, Md.	8102 (part) 8082 10020	23.70 ¹² 7.40 ¹⁴ 20.30	528 373 701	1,613 21 404 93 1,475 40
Goldsborough and Morehead City, N. C.	3	96.19	Goldsborough, Morehead City, N. C. (Mid. N. C.).	13005	94.05	432	5,548 95
Goldsborough and Greensborough, N. C.	3	130.01	Goldsborough, Greensborough, N. C. (N. C. Div. Rich. and Dan.).	13004	130.35	646	9,138 83
Goodwater and Opelika....	4	60.15	Goodwater, Opelika, Ala. (Col. and W. Rwy.).	17016	60.34	288	2,940 97
Grafton and Chicago (Eastern Division). ¹⁶	5	200.25	Grafton, Benwood, W. Va. (Balt. and Ohio). Benwood, W. Va., Newark, Ohio (Balt. and Ohio). Newark, Chicago Junction, Ohio (Balt. and Ohio). Chicago Junction, Ohio, Chicago, Ill. (Balt. and Ohio).	10003 (part) 21001 (part) 21010 (part) 21047	(¹⁷) 106.03 ¹⁹ (²⁰) 271.03	 7,247 5,830	(¹⁷) 20,669 49 (²⁰) 48,663 43
Grafton, W. Va., and Cincinnati, Ohio.	5	299.74	Grafton, Parkersburgh, W. Va. (Balt. and Ohio). Parkersburgh, W. Va., Cincinnati, Ohio (Cin., Wash. and Balt.).	12002 21028	104.50 195.15	15,293 12,216	29,305 98 48,387 44
Grafton and Parkersburgh, W. Va.	3	104.54	Grafton, Parkersburgh, W. Va. (Park. Br. B. and O.).	12002	(²⁴)	.....	(²⁴)
Grafton and Wheeling, W. Va.	3	99.44	Grafton, Wheeling, W. Va. (B. and O.).	10003 (part)	100.55 ²⁵	16,055	30,433 47

¹ Balance of route, 13.71 miles, covered by closed-pouch service. See Table C^c.² Reserve cars.³ Cars and clerks shown on route 6103.⁴ One clerk every third week relieves Corning and Williamsport clerk.⁵ Balance of route, 25.09 miles, covered by Harrington and Lewes R. P. O.⁶ One car in reserve.⁷ 11 miles of route 28054, between Oronoga and Joplin, Mo., covered by closed-pouch service. See Table C^c.⁸ This line was reported last year as Bismarck, Dak., and Billings, Mont., R. P. O., which has been divided into Bismarck, Dak., and Glen-

dive, Mont., and Glendive and Billings, Mont., R. P. O's.

⁹ Pay not fixed on 20.56 miles.¹⁰ Cars run through from Saint Paul to Portland, Oreg.¹¹ Double daily service, Sundays excepted. Clerk records arrival and departure at Gettysburgh, by slips.¹² Balance of route, 6.16 miles, covered by closed-pouched service. See Table C^c.¹³ Reserve car.¹⁴ Balance of route, 5.57 miles, covered by closed-pouch service. See Table C^c.¹⁵ Cars and clerks shown on route 8102.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1881	1	Miles. 25	6	Miles. 22	6	36,640	1 ²²	Ft. In. 15 0	Ft. In. 9 0	2	1	42
.....	July 1, 1881	1	22	6	18	6	24,401	(³)	.....	.....	(³)		
.....	July 1, 1881	2	14	1	10	6	35,219	1	10 0	7 0	1	1	1
.....	July 1, 1883	1	20	2	22	6	70,594	62	11 9	9 4	2	1	2
.....	July 1, 1882	25	16	26	16	6	23,998	}	20½ 0	7 0	1	1	1
.....	July 1, 1883	25	16	26	16	6	6,232						
.....	July 1, 1883	1	22	2	22	7	164,905	103	24 0	9 2	4	1	4
.....	July 1, 1881	5	24	4	19	6	14,988	1	17 0	8 8	2	1	2
.....		9	25	8	23	6	14,988	131	16 8	8 3			
.....	July 1, 1881	5	23	4	20	6	4,488	(¹⁵)	.....	.....	(¹⁵)		
.....		9	23	8	22	6	4,488						
.....	July 1, 1881	5	24	4	22	6	12,714	(¹⁵)	.....	.....	(¹⁵)		
.....		9	22	8	23	6	12,714						
.....	Mar. 1, 1883	47	16.80	48	17.59	6	60,215	1	11 0	8 6	2	1	2
.....								1	10 6	8 6			
.....	July 1, 1880	50	13.92	51	16.57	7	94,907	3	19 6	8 8	2	1	2
.....	July 1, 1880	6	14	5	14	6	37,654	1	14 0	8 6	1	1	1
\$3,854 40	.....	4	26.02	1	25.40	7	70,537		50 0	8 8	4	2	1818
4,241 20	July 1, 1880	4	28.68	1	29.32	7	77,614						
3,555 20	.....	6	23.97	5	29.41	6	55,244	.....	.....	.....	4	2	.....
10,841 20	July 1, 1880	6	24.68	5	26.93	6	169,665						
8,360 00	Jan. 8, 1882	6	34.66	5	32	7	76,494	(²¹)	50 0	9 4	4	2	2230
		2	36.74	3	26.72	7	76,494	.....	.....	.....	4	233	
15,612 00	July 1, 1880	6	27.33	5	27.96	7	142,850						
		2	25.62	3	24.74	7	142,850						
.....	.....	133	23.16	134	24.29	6	65,442	1	18 7	8 8	2	1	2
.....	July 1, 1881	2	26.43	3	25.10	7	71,681	1	19 4	8 3	2	1	2

¹⁶ This line divided at Newark: Eastern division, Grafton to Newark, 7 times per week; western division, Newark to Chicago, 6 times per week. This line, together with the Sandusky, Newark and Wheeling, and Grafton and Wheeling R. P. O's, forms double daily service between Chicago Junction, Ohio, and Grafton, W. Va.

¹⁷ Covered by Grafton and Wheeling R. P. O., 96.36 miles.

¹⁸ One clerk detailed as transfer clerk at Shelby, Ohio; one clerk detailed as transfer clerk at Newark, Ohio.

¹⁹ Balance of route covered by closed-pouch service. See Table C.

²⁰ Covered by Sandusky, Newark and Wheeling R. P. O., 88.25 miles.

²¹ 12 cars on line between Baltimore and Saint Louis. See Baltimore and Grafton.

²² Day line, 4 crews; 3 clerks to crew. Night line, 4 crews; 2 clerks to crew; 4 clerks running in mail-apartment cars between Parkersburgh and Cincinnati; 2 clerks detailed to duty in office superintendent fifth division; 4 clerks detailed as transfer clerks at Cincinnati, Ohio.

²³ Second clerk, Grafton and Cincinnati, runs east to Parkersburgh, with Parkersburgh and Cincinnati clerk as helper.

²⁴ Covered by Grafton and Cincinnati R. P. O., 104.50 miles.

²⁵ See Baltimore and Grafton R. P. O. for balance of route, 293.75 miles.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of road paid, railroad	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Grand Rapids, Mich., and Cincinnati, Ohio.	5	309.67	Grand Rapids, Mich., Fort Wayne, Ind. (Gr. Rap. and Ind.).	24018	(¹)	.....	(¹)
			Fort Wayne, Ind., Richmond, Ind. (Gr. Rap. and Ind.).	22021	92.71	388	\$5,707 22
			Richmond, Ind., Hamilton, Ohio (Cin., Rich. and Chic.).	21025	(²)	.....	(²)
			Hamilton, Cincinnati, Ohio (Cin., Ham. and Day.).	21026 (part)	(³)	.....	(³)
Grand Rapids, Mich., and Elkhart, Ind. ⁴	9	115.02	Grand Rapids, White Pigeon, Mich. (L. S. and M. S.).	24004	96.32	1,663	10,953 51
			White Pigeon, Mich., Elkhart, Ind. (L. S. and M. S.).	6052 ⁶ (part)	(⁷)	.....	(⁷)
Grand Rapids, Mich., and La Crosse, Ind.	9	153.70	Grand Rapids, Holland, Mich. (Chi. and West Mich.).	24052	25.46	1,581	2,808 23
			Holland, Mich., La Crosse, Ind. (Chi. and West Mich.).	24021 ¹⁰ (part)	127.69	1,264	12,337 40
Granger, Wyo., and Weiser Station (n. o.), Idaho. ¹²	6	518.48	Granger, Wyo., Weiser Station (n. o.), Idaho (Oreg. Short Line).	37001	520.31	.....	No pay fixed.
Green Bay and Milwaukee, Wis.	6	114.50	Green Bay, Milwaukee, Wis. (Mil. and North.).	25016 ¹³ (part)	114.14	1,224	12,296 30
Greenport and New York, N. Y.	2	98.60	Greenport, Long Island City, N. Y. (Long Island).	6045	97.17	1,260	9,388 56
Greensborough and Winston, N. C.	3	29.10	Greensborough, Winston, N. C.	13012	28.98	376	1,585 78
Greenup and Willard, Ky.	...	35.49	Greenup, Willard, Ky. (East Ky.).	20013	34.76	231	1,485 99
Greenville and Belton, S. C.	4	26.27	Greenville, Belton, S. C. (C. and G. R. R.).	14001 (part)	26.84 ¹⁷	611	1,835 86
Greenville and Butler, Pa. ¹⁸	2	58.27	Greenville, Butler, Pa. (Shenango and Alleg.).	8051	57.29	359	3,086 21
Greenwood, S. C., and Augusta, Ga.	4	68.52	Greenwood, S. C., to Augusta, Ga. (Aug. and Knox R. R.).	15037	68.30	111	2,919 82
Greenwood Lake and New York, N. Y.	2	50.06	Greenwood Lake, New York, N. Y. (N. Y. and Green. Lk.).	7034	51.10	142	2,184 52
Greycourt, N. Y., and Belvidere, N. J.	2	63.36	Greycourt, N. Y., McAfee Valley, N. J. (Lehigh and Hudson Riv.).	6062	21.72	100	928 53
			McAfee Valley, Belvidere, N. J. (Lehigh and Hudson Riv.).	7052	41.48	262	1,950 80
Griffin and Carrollton, Ga.	4	60.37	Griffin, Carrollton, Ga. (S. G. and N. A. R. R.).	15022	60.12	139	2,570 13
Hagerstown and Weverton, Md.	3	24.52	Hagerstown, Weverton, Md. (Wash. Co. Br. B. and O.).	10005	24.56	424	1,427 91
Hamden and Portsmouth, Ohio.	5	56.36	Hamden Junction, Portsmouth, O. (Cin., Wash. and Balt.).	21018	56.00	719	4,070 08
Hamersville and Cincinnati, Ohio.	5	40.48	Columbia, Hamersville, O. (Cin., Geo. and Ports.).	21060	35.00	425	2,034 90
			Columbia, Cincinnati, O. (P. C. and St. L.).	21014 (part)	(²¹)	.....	(²¹)

¹ Shown on Mackinaw City and Grand Rapids and Cadillac and Fort Wayne R. P. O.'s 140.70 miles. These clerks do no local work between Richmond and Cincinnati.

² Covered by Chicago, Richmond and Cincinnati R. P. O., 46.04 miles.

³ Covered by Toledo and Cincinnati R. P. O., 25 miles.

⁴ Double service daily except Sunday.

⁵ 1 clerk detailed to New York and Chicago R. P. O.

⁶ Runs on this route 18.70 miles.

⁷ Shown in report of New York and Chicago R. P. O.

⁸ Reported on route 24004.

⁹ 1 car held in reserve.

¹⁰ Balance of route covered by Pentwater and Muskegon R. P. O. (44.99 miles) and Big Rapids and Holland R. P. O. (25.50 miles).

¹¹ 1 clerk detailed to Detroit and Chicago R. P. O.

¹² Service on this line was established this year.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft. In.	Ft. In.			
		2	22.53	3	22.82	6	88,078						
	July 1, 1880	2	24.66	3	21.52		58,036						
		2	26.19	3	22.55		28,821	2	15 0	7 0	4	1	4
		2	25.76	3	29.18		15,650						
	Apr. 4, 1883	1	26.42	4	25.25	6	60,296	1	16 0	7 10			
		3	24.70	2	27.67	6	60,296	1	15 0	9 0			
		1	24.80	4	27.90	6	11,706	8)	(8)	(8)	3	1	54
		3	27.90	2	27.90	6	11,706	8)	(8)	(8)			
	Apr. 4, 1883	4	22.96	1	20.42	6	15,937						
	Apr. 4, 1883	4	22.96	1	20.42	6	80,278	3	15 0	9 0	2	1	113
		1	17	2	17	7	379,527	3	50 53	9 23	6	1	6
	Apr. 16, 1884	2	25	1	25	6	71,677	2	21 0	9 0	2	1	2
	July 1, 1881	34	26	9	27	6	61,724	1	15 6	6 6	2	1	2
	July 1, 1880	¹⁵ 10	17.34	¹⁵ 9	16.99	7	21,243	¹⁴ 1	13 3	8 3	1	1	1
	July 1, 1880	¹⁶ 12	16.66	¹⁶ 11	15.46	6	18,216		8 0	6 9	1	1	1
	July 1, 1880	1	17.02	2	17.70	6	22,216	1	10 6	5 0	1	1	1
	July 1, 1880	52	17	53	17	6	16,445	2	21 0	9 0	1	1	1
	May 1, 1884	3	22	2	23	6	36,478	1	13 0	9 0	1	1	1
	Jan. 1, 1882	4	15	3	16	6	42,893	¹⁴ 1	13 11	6 9	1	1	1
								1	10 4	6 10	1	1	1
	July 1, 1881	16	19	3	19	6	29,402	1	10 0	6 6	1	1	191
	July 1, 1881	7	25	8	13	6	13,602	2	13 0	6 7	1	1	1
	June 1, 1882	7	20	8	17	6	25,962	(20)			(20)		
	July 1, 1881	2	12	4	12	6	37,792	1	9 4	5 10	1	1	1
	July 1, 1881	313	23.53	306	22.38	6	15,359	2	9 0	8 0	1	1	1
	July 1, 1880	385	14.17	324	23.17	6	15,359						
	July 1, 1880	51	20.49	50	19.70	6	35,049	1	13 0	7 4	1	1	1
	July 25, 1881	3	13.30	4	14.50	6	21,910	1	10 6	7 7	1	1	1
		3	13.34	4	12.77	6	1,878						

¹³ Balance of route (52.35 miles), Crivitz and Green Bay, covered by pouch service. See Table C.¹⁴ Reserve car.¹⁵ Daily.¹⁶ Daily except Sunday.¹⁷ Balance of route shown on Columbia and Wallalla R. P. O., 117 miles.¹⁸ Formerly Greenville and Hilliards R. P. O.; decrease, 10.41 miles; increase, 21.30 miles.¹⁹ 4 months this clerk only runs to State line 45.60 miles. Clerk records arrival and departure at Greenwood Lake by slips.²⁰ Cars and clerk shown on route 6062. Clerk records arrival and departure at Chester by slips.²¹ Covered by Columbus and Cincinnati R. P. O., 3 miles.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
<i>Hannibal, Mo., and Denison, Tex.</i>	7	575.11	Hannibal, Sedalia, Mo. (Mo. Pac.).	28014	142.63	3,281	\$20,853 93
			Sedalia, Mo., Denison City, Tex. (Mo. Pac.).	28011	431.46	8,604	89,389 20
Hannibal and Gilmore, Mo.	7	85.69	Hannibal, Gilmore, Mo. (St. L., H. and K.).	28029	85.69	207	3,663 25
Harrington and Lewes, Del.	2	40.79	Harrington, Georgetown, Del. (Del., Md. and Va.).	9506 (part)	25.09 ⁴	301	1,287 12
			Georgetown, Lewes, Del. (Del., Md. and Va.).	9504	16.02	322	821 83
Harrisburgh, Pa., and Baltimore, Md.	2	86.22	Harrisburgh, Pa., Balt., Md. (No. Cent.).	10002	(⁶)	.....	(⁶)
Harrisburgh, Pa., and Martinsburgh, W. Va. ⁸	2	94.79	Harrisburgh, Pa., Martinsburgh, W. Va. (Cumb. Val.).	8030	94.63	1,282	9,223 58
<i>Hartford and Saybrook, Conn.</i>	1	43.68	Hartford, Saybrook, Conn. (Hart. and Con. Valley).	5015 ¹⁰ (part)	44.25	575	2,951 03
Hartford, Conn., and State Line.	1	67.93	Hartford, Conn., State Line (Hart. and Conn. Westn.).	5018 ¹¹ (part)	67.93	837	5,441 25
Hastings and Cologne, Minn.	6	55.88	Hastings, Cologne, Minn. (Chi., Mil. and St. Paul).	26010 ¹⁴ (part)	56.51	1,080	4,020 12
Hastings and Kearney, Nebr.	6	39.29	Hastings, Kearney, Nebr. (Bur. and Mo. Riv. in Nebr.).	34002 ¹⁵ (part)	39.00	3,964	5,001 75
Havana and Springfield, Ill.	6	48.12	Havana, Springfield, Ill. (Wab., St. L. and Pac.).	23049	48.10	307	2,385 27
Hazleton and Sunbury, Pa.	2	52.67	Hazleton, Tomhicken, Pa. (Lehigh Val.).	8016 ¹⁶ (part)	8.80	397	496 58
			Tomhicken, Sunbury, Pa. (S. H. and W. Brch. Penn.).	8015	43.61	183	1,864 32
Helena and Heron, Mont ..	8	273.80	Helena, Missoula, Mont. (No. Pacific).	26001 ¹⁸ (part)	125.14	.....	Not fixed.
			Missoula, Heron, Mont. (No. Pacific).	43009 (part)	149.50	.....	Not fixed.
Helena and Clarendon, Ark	7	48.20	Helena, Clarendon, Ark. (Ark. Mid.).	29002	48.20	312	2,431 69
Hempstead and Austin, Tex	7	115.22	Hempstead, Austin, Tex. (H. and T. C.).	31004	115.22	766	8,669 15
Hendersonville, N. C., and Columbia, S. C.	4	143.36	Columbia, Alston, S. C. (C. and G.).	14001 (part)	(²⁰)	.....	(²⁰)
			Alston, Spartanburgh, S. C. (S. W. and Col.).	14008	68.50	138	2,928 37
			Spartanburgh, S. C., Hendersonville, N. C. (S. and A.).	14011	51.25	121	2,190 93
Heron, Mont., and Wallula, Wash.	8	269.50	Heron, Mont., Wallula, Wash. (No. Pac.).	43009 (part)	267.53	.....	9,640 88 ²²
Hightstown, N. J., and Philadelphia, Pa.	2	52.17	Hightstown, Camden, N. J. (Amboy Div., Penna.).	7006	53.13	570	3,543 23
Holden, Mo., and Le Roy, Kans.	7	114.66	Holden, Mo., Paola, Kans. (Mo. Pac.).	28024	54.19	1,046	4,725 91
			Paola, Le Roy Junc. (n. o.), Kans. (Mo. Pac.).	33031	61.40	603	4,199 76
Hood and Columbus, Ga ...	4	34.12	Hood (n. o.), Columbus, Ga. (Col. and Rome).	15024	32.70	61	1,397 92
Horicon and Portage, Wis .	6	48.37	Horicon, Portage, Wis. (Chi., Mil. and St. Paul).	25006	48.54	572	3,237 13

¹ 1 car in reserve.² 1 clerk detailed as chief clerk at Houston, Tex., 1 clerk detailed transfer service at Hannibal, Mo., and 1 at Sedalia, Mo.; 1 clerk performing service on this line detailed from Quincy and Kansas City R. P. O.³ Mail apartment service between Sedalia, Mo., and Parsons, Kans., 159.49 miles, in addition to full car service between Hannibal and Denison.⁴ Balance of route, 55.21 miles, covered by Georgetown and Franklin City R. P. O.⁵ Cars and clerks shown on route 9506.⁶ 84.60 miles covered by Williamsport and Baltimore R. P. O.⁷ 2 reserve cars.⁸ Double daily service, Sundays excepted.⁹ 1 reserve car.¹⁰ Balance of route covered by closed pouch-service between Saybrook and Saybrook Point, 1.83 miles.¹¹ Balance of route covered in second division between State Line and Millerton, 2 miles.¹² 6 round trips each train, as Hartford and Mil-

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft. In.	Ft. In.			
\$3,565 75	July 1, 1883	151	22	152	23	7	104,456	¹ 6	50 7	9 3	8	2	² 24
10,786 50	July 1, 1883	151	22	152	23	7	316,525						
	July 1, 1883	³ 153	22	154	22	7	116,746	2	22 2	9 2	3	2	
	July 1, 1883	1	10½	2	12	6	53,643	2	12 0	8 0	2	1	2
	July 1, 1881	3	14	1	17	6	15,685	1	9 0	6 6	1	1	1
	July 1, 1881	3	16	1	19	6	9,851	(⁵)			(⁵)		
		12	25	11	24	6	53,974	⁷ 3	15 0	8 7	2	1	2
	July 1, 1881	1	23	8	24	6	59,339	1	18 0	8 0	1	1	3
		3	22	4	28	6	59,339	⁹ 2	16 0	8 0	2	1	
288 00	July 1, 1881	3	26.13	8	26.68	6	27,344	1	11	7 0	2	1	2
	July 1, 1881	11	29.82	6	25.35	6	27,344	1	10 0	6 9			
	July 1, 1881	13	24.02	10	28.21	6	44,025	1	12 9	6 9	2	1	2
		5	28.02	16	24.60	6	(¹²) 44,025	1	13 10	6 9			
	July 1, 1883	17	19	18	19	6	34,981	¹³ 1	10 4	6 11	1	1	1
	Apr. 1, 1884	1	18	2	18	7	28,760	1	8 6	7 0	1	1	1
	July 1, 1883	201	22	202	22	6	30,110	1	13 6	9 5½	1	1	1
	July 1, 1881	70	30	3	30	6	5,657	1	10 0	6 6	1	1	1
	July 1, 1881	7	23	14	22	6	27,315	¹⁷ 2	9 0	6 8			
		1	18.88	2	18.25	7	91,295	} ¹⁹ 6					
		1	18.88	2	18.25	7	109,127		24 0	9 0	4	1	4
	Mar. 1, 1883	1	8	2	8	6	30,174	1	10 8	6 0	1	1	1
	July 1, 1882	21	16½	22	16½	7	84,341	2	14 0	8 10	2	1	2
		53	25	52	25	6	14,711	} 1					
	July 1, 1880	53	17	52	16	.....	42,882		6 11	6 8	3	1	3
	July 1, 1880	(²¹)	14	(²¹)	14	.....	32,150		6 6	8 6			
		1	19.96	2	13.50	7	197,274	(²³)	24 0	9 0	4	1	4
	July 1, 1880	371	22	352	24	6	32,659	1	8 6	6 6	1	1	1
	July 1, 1883	115	20	116	16	7	39,133	} 1	20 6	7 5	2	1	2
	July 1, 1882	115	24	116	20	7	44,798						
	July 1, 1880	1	18	2	18	6	21,359	1	25 10	5 3	1	1	1
	July 1, 1883	33	22	34	22	6	30,280	1	16 4	7 10	1	1	1

lerton R. P. O. 70.71 miles, 270 days, and 6 round trips each train as Hartford State Line R. P. O., 67.93 miles, 43 days, reported last year as Hartford and Millerton R. P. O.

¹³ Reserve car.

¹⁴ Balance of route (256.40 miles) covered by Minneapolis, Minn., and Aberdeen, Dak., R. P. O., and between Aberdeen and Ipswich, Dak. (26.33, miles) by closed pouches. See Table C.

¹⁵ Balance of route covered by Omaha and McCook, Nebr., R. P. O. (147.50 miles), and between Plattsmouth and Orecopolis, Nebr. (4.61 miles), by closed pouches. See Table C. Service on this line was established this year.

⁴⁶ Balance of route, 15.90 miles, covered by Easton and Hazleton R. P. O.

¹⁷ Reserve cars.

¹⁸ For balance of route see St. Paul and Bismarck R. P. O.

¹⁹ These cars run through from Portland, Oreg., to St. Paul, Minn. 1 reserve car.

²⁰ Distance shown in Columbia and Walhalla R. P. O., both R. P. O's using same track between Columbia, and Alston, S. C.

²¹ No train numbers.

²² No pay fixed on 36.50 miles.

²³ See Helena and Heron R. P. O. for cars on line.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Hornellsville and Buffalo, N. Y.	2	91.69	Buffalo, Hornellsville, N. Y. (Buff. Div., N. Y., L. E. and W.).	6008	92.72	3,796	\$14,666 44
Houston and Del Rio, Tex. ³	7	390.23	Houston, San Antonio, Tex. (G. H. and S. A.).	31002	218.01	1,275	21,064 12
			San Antonio, Del Rio, Tex. (G. H. and S. A.).	31039 (part)	171.13 ⁴	1,247	59,190 49
Houston and Galveston, Tex. ⁶	7	50.90	Houston, Galveston, Tex. (G. H. and H.).	31001	50.90	2,905	7,180 97
Houston and San Antonio, Tex. ⁸	7	-----	-----	-----	-----	-----	-----
Howard City and Detroit, Mich. ⁹	9	161.22	Howard City, Detroit, Mich. (Det., Lan. and Nor.).	24017	160.72	1,966	20,337 50
Hudson and Des Moines, Iowa. ¹⁰	6	96.97	Hudson, Des Moines, Iowa (Wis., Iowa and Nebr.).	27056 (part)	96.93	183	4,143 76
Humeston and Shenandoah, Iowa,	6	113.91	Humeston, Shenandoah, Iowa (Hum. and Shen.).	27067	113.31	333	5,910 25
Huntington, W. Va., and Lexington, Ky. ¹¹	5	140.94	Huntington, W. Va., Lexington, Ky. (Ches. and Ohio).	20016	140.94	952	11,689 56
Huntingdon, Pa., and Cumberland, Md.	2	90.69	Huntingdon, Mount Dallas Station, Pa. (Hunt. and B. T.).	8034	45.15	756	3,358 70
			Mount Dallas Station, Pa., Cumberland, Md. (Bedford Div., Penna.).	8072	45.29	404	2,594 66
Indiana and Branch Junction, Pa. ¹⁴	2	19.20	Indiana, Branch Junction, Pa. (W. P. Div., Penna.).	8042	19.14	521	1,243 71
Indianapolis, Ind., and Decatur, Ill.	6	152.50	Indianapolis, Ind., Decatur, Ill. (Ind., Bloom. and West.).	23055	153.89	560	10,262 92
Indianapolis, Ind., and Louisville, Ky. ¹⁷	5	111.21	Indianapolis, New Albany, Ind. (Jeff., Mad. and Ind.).	22007	114.77	3,959	17,879 35
Indianapolis and Madison, Ind.	5	86.51	Indianapolis, Columbus, Ind. (Jeff., Mad. and Ind.).	22007 (part)	(²¹)	-----	(²¹)
			Columbus, Madison, Ind. (Jeff., Mad. and Ind.).	22006	(²²)	-----	(²²)
Indianapolis, Ind., and Peoria, Ill.	5	212.41	Indianapolis, Ind., Peoria, Ill. (Ind., Bloom. and West.).	22018	213.02	1,672	24,224 63
<i>Indianapolis, Ind., and Saint Louis, Mo.</i>	5	266.00	Indianapolis, Terre Haute, Ind. (Ind. and St. Louis).	22025	72.45	1,220	6,813 92
			Terre Haute, Ind., East Saint Louis, Ill. (Ind. and St. Louis).	22043	189.99	1,222	15,594 37
Indianapolis and Terre Haute, Ind.	5	73.16	Indianapolis, Terre Haute, Ind. (T. Haute and Ind.).	22002	(²⁴)	-----	(²⁴)
Indianapolis, Ind., Vandalia, Ill., and Saint Louis, Mo.	5	241.08	Indianapolis, Terre Haute, Ind. (T. Haute and Ind.).	22002	(²⁴)	-----	(²⁴)
			Terre Haute, Ind., East Saint Louis, Ill. (St. L., Van. and Terre Haute).	22044	(²⁴)	-----	(²⁴)
Indianapolis and Vincennes, Ind.	5	116.70	Indianapolis, Vincennes, Ind. (Ind. and Vin.).	22001	118.00	493	7,465 86
Indianola and Chariton, Iowa.	6	33.74	Indianola, Chariton, Iowa, (Chi., Burl. and Q'cy).	27042	33.71	269	1,585 38

¹ Three clerks transfer duty at Buffalo, N. Y.² Reserve car.³ This line is divided at San Antonio, Tex., into Houston and San Antonio R. P. O., 218.01 miles, and San Antonio and Del Rio R. P. O., 172.22 miles.⁴ 463.15 miles of route, 31039 covered by closed pouch service between Del Rio and El Paso, Tex. See Table C^c.⁵ No pay fixed on 76.01 miles.⁶ Double daily service on this line.⁷ Second car on this line shown in Denison, Troup and Houston R. P. O.⁸ See Houston and Del Rio R. P. O.⁹ In connection with Big Rapids and Detroit R. P. O. gives double service between Ionia and Detroit, Mich. (122.73 miles), daily, except Sunday.¹⁰ Service on this line was established this year.¹¹ Clerks run through between Huntington and Cincinnati, running over Cincinnati and Richmond R. P. O.¹² One reserve car.¹³ Cars and clerks shown on route 8034.¹⁴ Double daily service, Sundays excepted.¹⁵ One clerk detailed to La Fayette, Ind., and Quincy, Ill., R. P. O.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	July 1, 1881	7	Miles. 30	8	Miles. 32	6	57,398	2 ²¹	Ft. In. 15 0 12 6	Ft. In. 10 2 9 11	2	1	15
	July 1, 1882	20	20	19	22	7	159,583	1	16 6½	9 0	6	1	6
	July 1, 1882	20	20	19	23	7	125,065	2 1 1	14 0 12 4 19 5	9 1 9 1½ 8 10½			
	July 1, 1882	451 453	25½ 25	500 454	25 24	7 7	37,359 37,359	71	15 0	9 0	1 1	1 1	2
	Apr. 4, 1883	10	24.70	1	27.93	6	100,923	1	15 0	9 0	2	1	2
	Feb. 25, 1884	4	20	1	19	6	60,703	2	15 6	8 9	1	1	1
	July 1, 1883	3	20	4	19	6	71,307	2	23 0	9 0	2	1	2
	Aug. 1, 1883	1	20.14	6	20.11	6	88,228	2	20 8	9 0	2	1	2
	July 1, 1881	1	22	2	23	6	28,258	122	12 0	8 5	2	1	2
	July 1, 1881	1	22	2	22	6	28,514	(13)	.....	.....	(13)		
	July 1, 1881	34 36	19 19	33 35	19 19	12	24,039	1	11 2	8 0	1	1	1
	July 1, 1883	21	23	22	25	6	95,465	1 1 161	20 4 22 4 19 8	9 1 9 1 8 7½	2	1	153
	July 1, 1880	2 10 102	32.61 34.21 22.39	7 1 101	34.21 36.10 27.32	186 207 6	69,617 81,405 25,040	3 1	19 0 19 0	9 0 9 0	2 2 1	1 1 1	195
		102	23.83	101	20.23	.....	29,115						
	July 1, 1880	1	24.52	2	24.75	6	132,969	3	20 0	8 6	4	1	236
\$1,811 25	July 1, 1880	9	24.35	8	26.60	6	45,354	3	40 0	9 0	4	2	8
4,749 75		9	22.06	8	23.17	6	118,934						
		3	24.38	8	24.38	6	45,798	1	16 0	9 2	1	1	(25)
		5	26.01	6	33.05	6	45,798	2	16 0	9 2	4	1	(26)
		5	26.84	6	30.81	6	105,118						
	July 1, 1880	7	25.48	2	25.93	6	73,054	2	20 0	9 0	2	1	2
	July 1, 1883	52	17	51	22	6	21,121	1	11 3	8 10	1	1	1

¹⁶ Reserve.¹⁷ Closed pouch service Prison Station to New Albany, Ind. Clerks run to Louisville, Ky.¹⁸ Day line 6 times per week.¹⁹ Helper Indianapolis to Columbus.²⁰ Night line 7 times per week.²¹ Covered by Indianapolis and Louisville R. P. O., 40 miles.²² Covered by Cambridge City and Madison R. P. O., 45.90 miles.²³ 2 Helpers Indianapolis and Urbana.²⁴ See Pittsburgh and Saint Louis R. P. O.²⁵ This clerk holds his appointment on Pittsburgh and Saint Louis R. P. O. Clerk records arrival and departure at depot, Terre Haute, but goes to post-office with mail and registered matter.²⁶ These clerks hold appointment on Pittsburgh and Saint Louis R. P. O. Clerks record arrival and departure at depot, Saint Louis, but go to post-office for mail and registers.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Irvine and Oil City, Pa.	2	50.31	Irvine, Oil City, Pa. (River Div. Buff., N. Y. & Phila.).	8025 (part)	149.52	474	\$3,048 44
Ishpeming, Mich., and Fort Howard, Wis.	6	179.50	Ishpeming, Mich., Fort Howard, Wis. (Chi. and No. West.).	24031	179.45	2,074	18,535 39
Ithaca and Owego, N. Y. ...	2	35.00	Ithaca, Owego, N. Y. (Cayuga Div. Del., Lack. and W.).	6042	34.13	537	2,217 76
Jackson and Adrian, Mich.	9	47.55	Jackson, Adrian, Mich. (L. S. and M. S.).	24003	47.41	1,031	4,094 33
Jackson, Hillsdale, Mich., and Fort Wayne, Ind.	9	99.26	Jackson, Mich., Fort Wayne, Ind. (L. S. and M. S.).	24029	96.74	531	6,286 17
Jackson and Natchez, Miss.	4	99.55	Jackson, Natchez, Miss. (N. J. and C.).	18010	98.83	249	6,675 96
Jacksonville and Pensacola, Fla.	4	369.02	Jacksonville, Lake City, Fla. (Fla. Cent. and W.).	16006	60.32	2,167	6,271 47
			Lake City, Chattahoochee, Fla. (Fla. Cent. and W.).	16002	155.87	800	9,595 35
			River Junction (n. o.), Pensacola, Fla. (P. and A.).	16015	163.00	1,070	11,484 96
Jacksonville and Centralia, Ill. ⁶	6	112.60	Jacksonville, Centralia, Ill. (Jack. and So. East.).	23046	112.05	312	5,652 92
Jasper and Evansville, Ind.	5	55.63	Jasper, Evansville, Ind. Lou., Evans. and St. L.).	22032	55.63	147	2,758 69
Jefferson and McKinney, Tex.	7	155.68	Jefferson, McKinney, Tex. (Mo. Pac.).	31013	152.54	304	7,564 45
Jefferson City and Aurora Springs, Mo.	7	37.46	Jefferson City, Aurora Springs, Mo. (Mo. Pac.).	28047	37.46	202	1,601 41
Jewell and Des Moines, Iowa.	6	60.02	Jewell, Des Moines, Iowa (Chi. and No. West.).	27030	59.93	760	4,509 13
Jewell and Lake City, Iowa.	6	58.74	Jewell, Lake City, Iowa (Chi. and No. West.).	27066	58.69	299	2,110 44
Johnstown and Rockwood, Pa.	2	45.71	Johnstown, Rockwood, Pa. (S. C. Brch. Balto. and Ohio).	8070	45.37	166	1,939 56
Junction City and Parsons, Kans.	7	157.86	Junction City, Parsons, Kans. (Mo. Pac.).	33009	157.86	826	9,826 78
Kalamazoo and South Haven, Mich.	9	40.20	Kalamazoo, South Haven, Mich. (Mich. Cent.).	24007	40.18	223	1,752 24
Kane and Callery, Pa. ⁸	2	126.85	Kane, Foxburgh, Pa. (No. Div. Pitts. and Westn.).	8112	82.20	490	4,233 51
			Foxburgh, Callery, Pa. (No. Div. Pitts. and Westn.).	8086	43.58	507	2,794 78
Kankakee and Kankakee Junction, Ill.	6	71.52	Kankakee, Kempton, Ill. (Illinois Central).	23062 ¹⁰ (part)	28.17	187	1,204 26
			Kempton, Kankakee Junction (n. o.), Ill. (Illinois Central).	23064	43.04	170	1,839 96
Kankakee and Seneca, Ill. ...	6	43.30	Kankakee, Seneca, Ill. (Kank. and Seneca).	23069	43.51	107	1,860 05
<i>Kansas City, Mo., and Atchison, Kans.</i> ¹¹	7	.....	.....	.....	.....	.....	.....
Kansas City, Mo., and Albuquerque, N. Mex. ¹²	7	918.50	Kansas City, Mo., Topeka, Kans. (A. T. and S. F.).	33016 (part)	(¹³)	.....	(¹³)
			Topeka, Kans., La Junta, Colo. (A. T. and S. F.).	33010 (part)	(¹⁵)	.....	(¹⁵)
			La Junta, Colo., Albuquerque, N. Mex. (A. T. and S. F.).	38006 ¹⁶	347.00	2373	53,403 30

¹ 45.41 miles covered by Buffalo and Pittsburgh R. P. O.² Reserve cars.³ Whole cars.⁴ 1 helper between Fort Howard, Wis., and Menominee, Mich., 51 miles.⁵ Reserve car.⁶ This line was reported last year as Jacksonville and Smithborough, Ill., R. P. O. Increased distance run this year, 28.80 miles.⁷ Reserve.⁸ Formerly Sheffield Junction and Foxburgh R. P. O., and Foxburgh and Callery Junction R. P. O., extended to Kane. Increased distance, 17.90 miles.⁹ Cars and clerks shown on route 8112.¹⁰ Balance of route (58.96 miles) covered by Kempton and Bloomington, Ill., R. P. O.¹¹ See Saint Louis and Atchison R. P. O.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1881	29	<i>Miles.</i> 25	28	<i>Miles.</i> 25	6	31,495	1	<i>Ft. In.</i> 14 0	8 6	1	1	1
.....	July 1, 1883	2	22	1	20	7	131,394	²⁵ 32	14 0	8 6	3	1	44
.....	July 1, 1881	4	21	3	20	6	21,910	⁵¹ 1	7 9 7 7	6 6 6 4	1	1	1
.....	Apr. 4, 1883	115	27.60	116	25.09	6	29,766	1	11 2	8 10	1	1	1
.....	Apr. 4, 1883	156	25.00	157	25.00	6	62,136	1	16 10	9 0	1	1	1
.....	July 1, 1880	2	16	1	16	7	72,761	1	15 7	8 10	2	1	2
.....	July 1, 1880	1	29	2	29	7	44,033	2	11 0	7 6	6	1	6
.....	July 1, 1880	1	21	2	20	7	106,362	1	13 4	6 6			
.....	Apr. 2, 1883	1	27	2	29	7	118,990	⁵¹ 1	13 0	8 3			
.....	Mar. 19, 1884	3	22	2	20	6	70,487	1	12 10	6 10			
.....	July 1, 1880	9	19.65	12	18.06	6	34,824	⁷¹ 2	12 9	8 1	2	1	2
.....	Aug. 1, 1882	142	14	141	14	6	97,456	1	9 9	6 6	1	1	1
.....	Feb. 8, 1882	93	13	94	13	6	23,350	2	14 0	7 6	3	1	3
.....	July 1, 1883	56	18	53	20	6	37,572	1	12 6	5 8	1	1	1
.....	July 1, 1883	23	14	24	12	6	36,771	1	13 6	5 6	1	1	1
.....	July 1, 1881	92	20	93	21	6	28,615	1	10 5	7 5	1	1	1
.....	July 1, 1882	174	19	173	19	7	115,554	1	12 3	7 4	1	1	1
.....	April 4, 1883	121	14.81	122	10.08	6	25,165	1	12 2	7 5	1	1	1
.....	July 1, 1881	17	18	18	19	6	51,527	1	18 0	8 6	1	1	1
.....	Sept. 4, 1883	17	18	18	17	6	27,881	²³ (⁹)	20 6	7 5	3	1	3
.....	July 1, 1883	1	24	2	24	6	17,634	1	12 7	6 6	1	1	1
.....	July 1, 1883	1	24	2	24	6	27,137	1	10 0	5 1	2	1	2
.....	July 1, 1883	23	11	24	11	6	27,106	1	10 0	6 0	(⁹)		
.....	.....	1	22	2	22	7	48,476	} 6	14 0	7 0	1	1	1
.....	.....	1	25	2	25	7	369,862		15 0	7 2½	1	1	1
.....	July 1, 1881	1	20½	2	19	7	254,004		21 3	9 4	9	2	1419

¹² Reported last year as Kansas City and Deming R.P.O. Decreased distance, 229.99 miles.¹³ Distance on route 33016 (entire route) covered by Kansas City and Pueblo R. P. O.¹⁴ One clerk detailed to transfer service, Kansas City, Mo.¹⁵ 505 miles distance on route 33010 covered by Kansas City and Pueblo R. P. O.¹⁶ 178.30 miles of route 38006, between Albuquerque and Rincon, covered by Albuquerque and El Paso R. P. O.; and 53.41 miles, between Rincon and Deming, N. Mex., covered by closed pouch service. See Table Cc.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
<i>Kansas City, Mo., and Denver, Colo.</i> ¹	7	639.82	Kansas City, Mo., Denver, Colo. (U. P.).	33001	639.82	Pounds. 5,804	\$114,879 68
Kansas City, Mo., and Harper, Kans. ⁴	7	304.30	Kansas City, Mo., Waseca Junction, Kans. (A., T. and S. F.). Waseca Junction, Ottawa, Kans. (Southern Kans.). Ottawa, Cherry Vale, Kans. (Southern Kans.). Cherry Vale, Wellington, Kans. (Southern Kans.). Wellington, Harper, Kans. (Southern Kans.).	33016 (part) 33006 33004 (part) 33005 (part) 33035	(⁵) 46.63 698.00 113.60 ⁷ 35.89	 2,150 1,189 930 221	(⁵) 6,060 03 7,306 88 9,324 29 1,565 16
Kansas City, Mo., and Independence, Kans. ⁸	7	.....	.....	.....	.....	.....	.....
Kansas City, Mo., and Memphis, Tenn. ⁹	7	488.30	Kansas City, Mo., Fort Scott, Kans. (K. C., Ft. S. and G.). Fort Scott, Kans., Springfield, Mo. (K. C., Ft. S. and G.). Springfield, Mo., Memphis, Tenn. (K. C., S. and M.).	33008 (part) 28036 28017	99.00 ¹⁰ 103.72 286.63	1532 974 710	10,665 27 11,883 20 20,832 26
Kansas City, Pleasant Hill and Joplin, Mo.	7	168.07	Kansas City, Pleasant Hill, Mo. (Mo. Pac.). Pleasant Hill, Joplin, Mo. (Mo. Pac.).	28001 (part) 28040	(¹²) 133.70	 879	(¹²) 10,631 82
Kansas City, Mo., Pueblo, Colo. ¹⁴	7	636.24	Kansas City, Mo., Topeka, Kans. (A., T. and S. F.). Topeka, Kans., South Pueblo, Colo. (A., T. & S. F.).	33016 ⁵ (part) 33010	67.58 569.87 ¹⁷	12,865 10,117	17,525 70 104,282 84
Kansas City and Springfield, Mo. ¹⁸	7	.....	.....	.....	.....	.....	.....
Keene, N. H., and Springfield, Mass.	1	74.51	Keene, N. H., South Vernon, Vt. (Conn. Riv. R. R.). South Vernon, Vt., Springfield, Mass. (Conn. Riv. R. R.).	3056 3067	24.32 (²⁰)	407	1,393 29 (²⁰)
Kempton and Bloomington, Ill. ²²	6	57.77	Kempton, Bloomington, Ill. (Illinois Central).	23062 ²³ (part)	58.96	183	2,520 54
Kenosha, Wis., and Rockford, Ill.	6	73.42	Kenosha, Wis., Rockford, Ill. (Chi. & No. West.).	25011	72.40	2,256	9,532 90
Kent and Cincinnati, Ohio..	5	257.62	Kent, Dayton, Ohio (N. Y. P. & O.). Dayton, Cincinnati, Ohio (C., H. and D.).	2103 (part) 21026	197.54 (²⁶)	1,189	18,410 72 (²⁶)
Keokuk and Centreville, Iowa. ²⁷	6	90.50	Keokuk, Centreville, Iowa (Wab., St. L. and Pac.).	28015 ²⁸ (part)	90.76	382	5,044 55
Keokuk, Iowa, and Clayton, Ill.	6	43.09	Keokuk, Iowa, Clayton, Ill. (Wab., St. L. & Pac.).	23081	43.08	640	3,020 33

¹ Trains 101 and 102 between Kansas City and Denver, and 103 and 104 between Kansas City and Ellis. Double daily service between Kansas City, Mo., and Ellis, Kans., 302 miles.

² 1 clerk detailed as chief clerk at large.

³ Reserve cars.

⁴ Trains 3 and 4 run between Kansas City and Harper, and trains 1 and 2 between Kansas City and Independence. Double daily service between Kansas City, Mo., and Independence, Kans., 166.16 miles. Last year there was but single service over the entire line.

⁵ Distance on route 33016 (13.40 miles) covered by Kansas City and Pueblo R. P. O.

27.50 miles of route 33004, between Lawrence and Ottawa, Kans., covered by Lawrence and Burlington R. P. O.; and 16.07 miles, between Cherry Vale and Coffeyville, Kans., covered by closed-pouch service. See Table C^c.

⁷ 17.59 miles of route 33005, between Wellington and Hunnewell, Kans., covered by closed-pouch service. See Table C^c.

⁸ See Kansas City and Harper R. P. O.

⁹ Trains 3 and 4 run between Kansas City and Memphis, and trains 1 and 2 between Kansas City and Springfield. Double daily service between Kansas City and Springfield, Mo., 202.67 miles. Reported last year as Springfield and Springfield and Springfield and Fort Scott. Increased distance 244.45 miles.

¹⁰ 76.49 miles of route 33008 covered by Fort Scott and Joplin R. P. O., between Fort Scott, Kans., and Joplin, Mo., and 6.30 miles between Webb City and Joplin, Mo., covered by closed-pouch service. See Table C^c.

¹¹ 1 helper on Kansas City and Springfield R. P. O.

¹² 34.50 miles distance on route 28001 covered by Saint Louis and Atchison R. P. O.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft. In.	Ft. In.			
\$11,781 50	July 1, 1882	101	29	102	29	7	678,348	4	24 0	9 4	6	2	²¹
		103	23	104	23	7	221,064	2	24 0	9 5	4	2	
								³¹	25 2	9 0			
								³¹	17 9	8 10			
		3	26	4	26	7	9,809	1	22 0	9 0	4	1	6
		1	25	2	25	6	8,388	2	18 6	8 9	2	1	
	April 1, 1883	3	22	4	22	7	33,672	1	20 0	8 0			
		1	22	2	22	6	28,784						
	July 1, 1882	3	22	4	22	7	71,736						
		1	22	2	22	6	61,348						
	July 1, 1882	3	20	4	20	7	81,816						
		1	20	2	20	6	5,484						
	July 1, 1882	3	19	4	19	7	22,715						
	Apr. 10, 1883	3	26	4	26	7	72,476	2	25 0	9 0 ¹ / ₂	5	1	¹⁹
		1	23	2	21	7	72,476	2	25 0	9 0 ¹ / ₂	3	1	
	Jan. 9, 1884	3	23 ³ / ₄	4	23 ³ / ₄	7	75,656	2	18 1 ³ / ₄	8 10 ³ / ₄			
		1	23	2	23	7	75,886						
	April 1, 1884	3	20	4	19	7	209,304						
		126	23	125	23	7	25,254	¹³²	20 6	7 5	3	1	3
	July 1, 1883	126	23	125	23	7	97,773						
1,689 50	July 1, 1882	23	21	24	21	7	48,476	¹⁶⁷	49 1 ³ / ₄	9 4	7	2	14
14,204 75	July 1, 1882	23	25	24	23	7	417,252						
	July 1, 1881	18	24	23	24	6	15,099	1	18 2	7 0	1	1	1
		15	(²¹)	23	(¹)	6	33,140	¹⁹¹	18 10	7 0			
	Oct. 1, 1884	7	11	12	25	6	36,909	2	15 0	7 2 ¹ / ₂	1	1	1
(²⁴)	Apr. 1, 1884	71	12	70	13	6	45,961	1	12 6	7 2	1	1	1
	July 1, 1880	1	24.93	4	31.81	6	123,829	3	18 0	9 6	4	1	4
		1	27.96	4	24.65	6	37,816						
	July 1, 1882	3	14	2	15	6	56,653	2	25 7	7 8	2	1	2
	July 1, 1883	402	21	403	21	6	26,974	1	20 0	9 4	1	1	1

¹³ 1 car in shops.¹⁴ Trains 3 and 4 between Kansas City and Topeka, and 23 and 24 between Topeka and South Pueblo.¹⁵ Kansas City and Albuquerque R. P. O.; also runs over route 33016 between Kansas City and Topeka, and 505 miles of route 33010 between Topeka and La Junta. Kansas City and Harper R. P. O. also runs over 13.40 miles of route 33016 between Kansas City and Waseca Junction.¹⁶ 2 cars in reserve.¹⁷ 50.63 miles of route 33010 covered by Atchison and Topeka R. P. O.¹⁸ See Kansas City and Memphis R. P. O.¹⁹ Reserve car.²⁰ Covered by Newport and Springfield R. P. O.²¹ Shown in column 13 White River Junction and Springfield R. P. O. This clerk runs between

West Northfield (n. o.) and Springfield, Mass., as assistant to White River Junction and Springfield clerk.

²² Service on this line was established this year.²³ Balance of route (28.17 miles) covered by Kankakee and Kankakee Junction, Ill., R. P. O.²⁴ Shown on Chicago and Winona R. P. O.²⁵ Balance of route covered by Salamanca and Kent R. P. O.²⁶ Covered by Toledo and Cincinnati R. P. O., 60 miles; no local work done between Dayton and Cincinnati; clerks run between Dayton and Cincinnati with Toledo and Cincinnati R. P. O.²⁷ This line was reported last year as Keokuk and Albia, Iowa, R. P. O. Decrease in distance run this year, 27.63 miles.²⁸ Balance of route (41.34 miles) covered by Centreville and Humeston, Iowa, R. P. O.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Kingston and Goshen, N. Y.	2	44.23	Kingston, Montgomery, N. Y. (Walkill Valley). Montgomery, Goshen, N. Y. (Montg. Brch. N. Y., L. E. and Westn.).	6083 6009	35.71 10.65	347 501	\$1,892 98 682 98
Knobel and Helena, Ark...	7	140.52	Knobel, Forest City, Ark. (St. L., I. M. & S.). Forest City, Helena, Ark. (St. L., I. M. & So.).	29012 29008	97.02 43.90	329 63	5,007 89 1,876 72
Knoxville and Maryville Tenn.	5	18.45	Knoxville, Maryville, Tenn (Knox & Augusta).	19014	18.45	93	788 73
La Crosse, Wis., and Dubuque, Iowa.	6	122.47	La Crosse, Wis., Dubuque, Iowa (Chi., Mil. and St. Paul).	27012 ⁵ (part)	121.47	2,442	16,306 13
La Crosse, Wis., and Mankato, Minn. ⁷	6	188.80	La Crosse, Wis., Wells, Minn. (Chi., Mil. and St. Paul).	26023 (part)	(⁸)	.....	(⁸)
			Wells, Mankato, Minn. (Chi., Mil. and St. Paul).	26024	38.18	240	1,730 32
LaCrosse, Wis., and Woonsocket, Dak. ⁹	6	400.45	La Crosse, Wis., Flandreau, Dak. (Chi., Mil. and St. Paul).	26023	311.84	1,580	27,714 64
			Flandreau, Egan, Dak. (Chi., Mil. and St. Paul).	35007 ¹⁰ (part)	4.40	948	364 93
			Egan, Woonsocket, Dak. (Chi., Mil. and St. Paul).	35008	84.50	738	6,213 28
La Fayette, Ind., and Quincy, Ill.	6	271.00	La Fayette, Ind., Quincy, Ill. (Wab., St. L. and Pac.).	21019 ¹¹ (part)	271.44	6,975	51,986 19
Lake Crystal, Minn., and Eagle Grove, Iowa. ¹³	6	110.48	Lake Crystal, Elmore, Minn. (Chi., St. P., Minn. and O.).	26029	44.20	234	1,965 13
			Elmore, Minn., Eagle Grove, Iowa (Chi. and No. West.).	27052 ¹⁴ (part)	66.30	788	5,045 43
Lake Geneva, Wis., and Elgin, Ill.	6	44.15	Lake Geneva, Wis., Elgin, Ill. (Chi. and No. West.).	23004	44.13	218	1,924 50
Lake Station, Ind., and Joliet, Ill.	6	45.68	Lake Station, Ind., Joliet, Ill. (Mich. Central).	23022	45.67	70	1,952 39
Lancaster, N. H., and Boston, Mass.	1	208.63	Lancaster, N. H., Wells River, Vt. (Bos., Conn., and Mont.).	1006 ¹⁵ (part)	43.03	1,464	4,525 46
			Wells River, Vt., Concord, N. H. (Bos., Conn. and Mont.).	1005	(¹⁶)	.....	(¹⁶)
			Concord, Manchester, N. H. (Concord).	1001 ¹⁷ (part)	(¹⁸)	.....	(¹⁸)
			Manchester, N. H., Lawrence, Mass. (Man. and Law.).	3063	27.06	2,549	3,678 80
			Lawrence, Boston, Mass., (Bos. and Maine).	3011 ¹⁹ (part)	(²⁰)	.....	(²⁰)
Lancaster, Pa., and Frederick, Md.	2	81.67	Lancaster, Columbia, Pa. (Penna.).	8027 ²¹ (part)	12.15	595	903 84
			Columbia, Pa., Frederick, Md. (P. and F. Div., Penna.).	8032	69.52	312	3,507 28
Lanes and Sumter, S. C.	4	40.53	Lanes, Sumter, S. C. (Cent. of S. C.).	14015	40.00	111	1,710 00

¹ Reserve cars.² Cars and clerks shown on route 6083.³ In shops.⁴ R. P. O. discontinued January 22, 1884.⁵ Balance of route covered by Chicago, Ill., McGregor, Iowa, and St. Paul, Minn. R. P. O. (43.50 miles), and between Sabula and Clinton, Iowa (16.27 miles), by closed pouches. See Table C^c.⁶ Reserve.⁷ This line was reported last year as Mankato and Wells, Minn., R. P. O. Increased distance run this year, 147.99 miles.⁸ Distance (150.30 miles) covered by La Crosse, Wis., and Woonsocket, Dak., R. P. O.⁹ This line was reported last year as La Crosse, Wis., and Sioux Falls, Dak., R. P. O. Increased distance run this year, 49.53 miles.¹⁰ Balance of route Egan and Sioux Falls, Dak. (34.77 miles), covered by closed pouches. See Table C^c.¹¹ Balance of route (203.10 miles) covered by Toledo, Ohio, and La Fayette, Ind., R. P. O.¹² One clerk detailed to this line from Indianapolis, Ind., and Decatur, Ill., R. P. O. One clerk detailed as chief clerk R. M. S., Quincy, Ill.; one clerk detailed to clerical duty at office Supt. R. M. S., Chicago, Ill.; one clerk detailed to transfer duty at Quincy, Ill., and

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft. In.	Ft. In.			
.....	July 1, 1881	2	25	3	20	6	21,151	1 ¹²	18 0	9 0	1	1	1
.....	July 1, 1881	2	25	3	18	6	6,537	(²)	18 0	9 0	(²)		
.....	Nov. 1, 1882	687	17	688	17	7	70,946	1	14 9	8 10	3	1	3
.....	July 1, 1882	687	17	688	17	7	31,915	1 ³¹	14 5 25 6	9 10 8 10			
.....	July 1, 1880	.....	.....	.....	.....	6	6,494	.....	.....	.....	1	1	(⁴)
.....	July 1, 1883	6	20	5	20	6	76,666	2 ⁶¹	20 0 22 0	9 4 9 4	2	1	2
.....	.....	1	19	2	19	6	94,088	1	17 3	7 7	} 2	1	2
.....	July 1, 1883	1	19	2	23	6	24,101	1	16 9	7 5			
.....	July 1, 1883	3	21	4	21	6	195,099	2	22 0	9 3	6	1	6
.....	Mar. 1, 1882	3	20	4	16	6	2,754	1	21 0	8 11			
.....	Apr. 16, 1884	3	24	4	24	6	52,829						
\$10,857 60	July 1, 1880	45	21	44	25	6	169,646	2	50 0	9 6	4	3	¹² 16
.....	July 1, 1883	11	25	12	25	6	27,669	1	11 9	9 4	} 2	1	2
.....	July 1, 1883	11	22	12	24	6	41,491	1	24 0	9 3			
.....	July 1, 1883	20	23	19	24	6	27,638	1	10 8	7 7	1	1	1
.....	July 1, 1883	141	25	144	25	6	28,596	1 ⁶¹	11 8 11 1	7 2 7 0	1	1	1
.....	July 1, 1881	54	23.34	9	18.34	6	26,855	2 ¹¹	28 0 16 8	9 6 6 10	} 4	2	8
(¹⁶)	.....	54	19.01	9	19.01	6	58,756	1 ²	17 0	6 9			
.....	.....	54	19.63	9	21.60	6	11,337				} 1	1	1
.....	July 1, 1881	54	18.79	9	22.93	6	16,846						
.....	.....	54	26.12	9	26.12	6	16,808						
.....	July 1, 1881	85	18	82	22	6	7,675	1	15 0	8 6	2	1	2
.....	July 1, 1881	85	14	82	17	6	43,451	(²²)	.....	.....	(²²)		
.....	July 1, 1880	43	27	42	28	6	25,372	1	13 0	8 4	1	1	1

one clerk detailed to transfer duty at Decatur, Ill.; one clerk detailed to register transfer duty at Chicago, Ill.

¹³ This line was reported last year as Lake Crystal, Minn., and Elmore, Minn., R. P. O., which has been extended to Eagle Grove, Iowa, covering a portion of former Tama City and Algonia, Iowa, R. P. O. Increased distance run this year, 32.60 miles.

¹⁴ Balance of route (98.40 miles) covered by Tama City and Hawarden, Iowa, R. P. O.

¹⁵ Covered by closed pouch service between Grove-ton and Lancaster, 10.68 miles. See Table C^c.

¹⁶ Covered by Richford and Concord R. P. O.

¹⁷ Balance of route covered by St. Albans and Boston R. P. O., 18.02 miles.

¹⁸ Covered by St. Albans and Boston R. P. O., 18.26 miles.

¹⁹ Balance of route covered by Portland and Boston R. P. O., 89.33 miles.

²⁰ Covered by Portland and Bos. R. P. O., 27 miles.

²¹ Balance of route (19.49 miles) covered by closed pouch service. See Table C^c.

²² Cars and clerks shown on route 8027.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Lansing and Hillsdale, Mich. ¹	9	65.68	Lansing, Jonesville, Mich. (L. S. and M. S.).	24005	61.04	534	\$3,966 37
			Jonesville, Hillsdale, Mich. (L. S. and M. S.).	6052 (part)	(²)	.....	(²)
Larabee and Clermont, Pa. ³	2	22.33	Larabee, Clermont, Pa. (Clermont Brch., Buff., N. Y., and Phil.).	8091	22.04	160	942 21
Lawrence and Burlington, Kans. ⁴	7	74.40	Lawrence, Ottawa, Kans. (So. Kans.).	33004 ⁵ (part)	27.50	1,189	2,050 40
			Ottawa, Burlington, Kans. (So. Kans.).	33019	46.95	456	2,850 33
Lawrence and Carbondale, Kans.	7	32.96	Lawrence, Carbondale, Kas. (U. P.).	33014	32.96	62	1,409 04
Leavenworth and Lawrence, Kans. ⁷	7	35.05	Leavenworth, Lawrence, Kans. (U. P.).	33002	35.05	715	2,547 43
Leavenworth and Miltonvale, Kans.	7	166.15	Leavenworth, Miltonvale, Kans. (Kans. C.).	33013	167.91	424	9,762 29
Leavenworth and Topeka, Kans. ⁴	7	57.40	Leavenworth, Meriden Junction (L., T. and S. W.).	33038	46.98	101	2,008 39
			Meriden Junction, Topeka (A., T. and S. F.).	33010 (part)	(¹⁰)	.....	(¹⁰)
Lebanon and Nashville, Tenn.	5	31.98	Lebanon, Nashville, Tenn. (Nash., Chat. and St. L.).	19001	31.12	292	1,516 78
Lexington and Louisville, Ky.	5	94.49	Lexington, La Grange, Ky. (Lou. and Nash.).	20003	67.25	958	5,577 71
			La Grange, Louisville, Ky. (Lou. and Nash.).	20004 (part)	(¹¹)	.....	(¹¹)
Lenox and Jackson, Mich. ¹²	9	106.68	Lenox, Jackson, Mich. (Gd. Trunk).	24033	106.58	373	9,279 93
Lexington and Saint Joseph, Mo.	7	77.04	Henry, Saint Joseph, Mo. (W., St. L. and P.).	28012	73.43	756	5,463 45
Litchfield and Bethel, Conn.	1	39.03	Litchfield, Hawleyville, Conn. (Shepaug).	5019	32.75	232	1,456 06
			Hawleyville, Bethel, Conn. (Dan. and Nor.).	5024	6.54	271	307 57
Little Falls and Morris, Minn.	6	88.33	Little Falls, Morris, Minn. (North. Pac.).	26046	88.37	354	4,684 49
Little Rock and Fort Smith, Ark.	7	167.45	Argenta, Fort Smith, Ark. (L. R. and Ft. S.).	29003	167.15	1,156	12,233 70
Little Rock and Warren, Ark.	7	155.03	Little Rock, Trippe, Ark. (L. R., M. R. and T.).	29007 (part)	1065.9 ¹⁵	585	7,200 14
			Trippe, Warren, Ark. (L. R., M. R. and T.).	29004	49.25	316	2,484 65
Little Rock and Texarkana, Ark. ¹⁶	7	.....	.....	.....	.....	.....	.....
Lock Haven and Harrisburg, Pa.	2	118.63	Lock Haven, Sunbury, Pa. (P. and E. Div., Penn.).	8022	(¹⁷)	.....	(¹⁷)
			Sunbury, Harrisburg, Pa. (No. Cent.).	10002	(²⁰)	.....	(²⁰)
Lock Haven and Tyrone, Pa.	2	55.06	Lock Haven, Tyrone, Pa. (B. E. Brch., Penna.).	8038	55.05	454	3,342 08
Logan and Nelsonville, Ohio.	5	33.25	Logan, New Straitsville, Ohio (Col., Hoc. Val. and Tol.).	21084	13.32	141	569 43
			New Straitsville, Nelsonville, Ohio (Col., Hoc. Val. and Tol.).	21077	19.93	124	852 00
Logan and Pomeroy, Ohio..	5	84.25	Logan, Pomeroy, Ohio (Col., Hoc. Val. and Tol.).	21074	83.78	702	6,089 12

¹ Runson route 6052, Jonesville to Hillsdale, Mich. (4.50 miles).² Shown in report of New York and Chicago R. P. O.³ Clerk runs to Olean as helper in Buffalo and Emporium R. P. O., 17.25 miles.⁴ Not reported last year; new service.⁵ 98.00 miles of route 33004, between Ottawa and Cherry Vale, Kans., covered by Kansas City and Harper R. P. O., and 16.07 miles, between Cherry Vale and Coffeyville, covered by closed-pouch service. (See Table C^e).⁶ Mails handled in caboose.⁷ Reported last year as Leavenworth and Burlington R. P. O.; decreased distance, 74.40 miles.⁸ Lawrence and Burlington R. P. O. cars run over this line.⁹ In reserve.¹⁰ 11 miles distance on route 33010 covered by Atchison and Topeka R. P. O.¹¹ Covered by Cincinnati and Nashville R. P. O.¹² Established February 23, 1884.¹³ Clerk detailed from East Saginaw and Port Huron R. P. O.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			<i>Miles.</i>		<i>Miles.</i>				<i>Ft. In.</i>	<i>Ft. In.</i>			
.....	April 4, 1883	152	27.55	155	24.89	6	38,298	1	15 0	9 0	1	1	1
.....		152	27.55	155	24.89	6	2,817						
.....	July 1, 1881	22	16	23	17	6	13,978	1	8 7½	6 8	1	1	1
.....	July 1, 1882	5	18½	6	19	6	17,196	1	18 0	8 8	2	1	2
.....	July 1, 1882	5	18½	6	19	6	29,379	1	18 4	8 9			
.....	July 1, 1882	125	11	126	11	6	20,634	(6)	.....	.....	1	1	1
.....	July 1, 1882	121	18	122	18	6	21,941	(8)	.....	.....	1	1	1
.....	Apr. 16, 1883	151	14	152	15	6	104,010	2	15 6	7 8	3	1	3
.....	Aug. 10, 1883	41	19	42	19	6	29,082	91	9 10	6 6			
.....		41	19	42	19	6	6,851	1	12 0	7 8	1	1	1
.....	July 1, 1880	42	16.31	41	19.62	6	20,119	1	12 6	6 4	1	1	1
.....	July 1, 1880	21	25.28	18	23.76	6	42,098	1	11 6	7 6	2	1	2
.....		21	19.13	18	16.77	6	16,839						
.....	Feb. 20, 1884	2	21.82	3&7	17.34	6	23,469	1	23 6	7 3	1	1	(13)
.....	July 1, 1883	5	17	4	17	7	56,293	1	21 7½	9 4	2	1	2
.....	July 1, 1881	1	19.36	2	12.33	6	20,338	1	6 4	6 6	1	1	1
.....	July 1, 1881	1	19.99	2	12.85	6	4,094						
.....	July 1, 1883	11	19	12	19	6	55,294	1	21 9	8 10	2	1	2
.....	July 1, 1882	2	18	1	17½	7	122,573	143	18 0	9 0	3	1	13
.....	July 1, 1882	7	12	10	12	6	66,784	144	14 0	7 4	3	1	3
.....	Sept. 1, 1882						30,265						
.....		14	23	1	24	6	40,394	1	15 0	8 4	2	1	183
.....		14	30	1	27	6	33,869	192	15 0	8 4			
.....	July 1, 1881	53	21	50	21	6	34,468	(21)	.....	.....	(21)		
.....	July 1, 1880	27	22.16	28	22.16	6	8,338	1	15 0	8 5	1	1	1
.....	July 1, 1881	27	22.16	28	22.16	6	12,476	1	11 0	7 9	1	1	1
.....	Feb. 1, 1881	1	20.84	2	22.83	6	52,740	2	16 0	9 3	23	1	8
.....		3	22.34	4	23.39	6	52,740						

¹⁴ 1 car in reserve.¹⁵ 7.50 miles of route 29007, between Trippe and Arkansas City, Ark., covered by closed-pouch service. (See Table, C^o.)¹⁶ See Saint Louis and Texarkana.¹⁷ 39.60 miles covered by Williamsport and Baltimore R. P. O., and 24.50 miles covered by Williamsport and Erie R. P. O.¹⁸ 1 helper from Muncy to Harrisburg and return.¹⁹ Reserve cars.²⁰ 53 20 miles covered by Williamsport and Baltimore R. P. O.²¹ Cars and clerks shown on route 8022.²² These clerks make two round trips daily except Sunday.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Logansport, Ind., and Columbus, Ohio. ¹	5	197.44	Logansport, Ind., Bradford, Ohio (Chic. St. L. and Pitts.).	22017	114.60	324	\$5,878 98
			Columbus, Bradford, Ohio (Chic. St. L. and Pitts.).	21015 (part)	(²)	.....	(²)
Logansport, Ind., and Keokuk, Iowa.	6	283.02	Logansport, Ind., State Line (n. o.) (Chi. St. Lou. and Pitts.).	22014	61.19	647	4,290 03
			State Line (n. o.), Keokuk, Iowa (Wab. St. L. and Pac.).	23027 ⁴ (part)	222.40	515	26,239 97
Los Angeles and Santa Ana, Cal.	8	35.15	Los Angeles, Santa Ana, Cal. (So. Pac.).	46017	35.23	906	2,861 73
Louisville and Bloomfield, Ky.	5	58.16	Louisville, Anchorage, Ky. (Lou. and Nash.).	20004 (part)	(⁵)	.....	(⁵)
			Anchorage, Shelbyville, Ky. (Lou. and Nash.).	20012	19.19	279	836.87
			Shelbyville, Bloomfield, Ky. (Lou. and Nash.).	20026	25.97	801	1,110 21
Louisville, Ky., and Knoxville, Tenn. ⁶	5	267.61	Louisville, Lebanon Jct., Ky. (Lou. and Nash.).	20005 (part)	(⁷)	.....	(⁷)
			Lebanon Jct., Ky., Jellico, Tenn. (Lou. and Nash.).	20007	172.73	1,302	13,442 74
			Jellico, Knoxville, Ten. (E. Tenn. Va. and Ga.).	19008	66.27	824	3,791 22
Louisville, Ky., and Mount Vernon, Ill.	5	190.37	Louisville, Ky., Oakland City, Ind. (Lou. Evans. and St. L.).	22048	99.55	423	5,787 83
			Oakland City, Ind., Mt. Vernon, Ills. (Lou. Evans. and St. L.).	22023	88.56	215	3,862 10
Louisville, Ky., and Nashville, Tenn.	5	187.60	Louisville, Ky., Nashville, Tenn. (Lou. and Nash.).	20005	(⁸)	.....	(⁸)
Louisville and Paducah, Ky. ⁹	5	227.91	Louisville, Paducah, Ky. (Ches. Ohio and S. West.).	20009	226.77	550	19,099 08
Lovely Mount and Pocahontas, Va.	3	171.94	Lovely Mount, Pocahontas, Va. (N. R. Div. N. and W.).	11033	73.59	.....	No pay
			Lovely Mount, Lynchburgh, Va. (N. and W.).	11013 (part)	(¹³)	.....	(¹³)
Lowell and Ayer, Mass.	1	16.98	Lowell, Ayer, Mass. (Bos. and Low. R. R.).	3020	16.74	1,190	1,560 16
Lowell and Taunton, Mass. ¹⁵	1	62.01	Lowell, South Framingham, Mass., (Old Colony R. R.).	3049	30.34	1,321	3,009 12
			So. Framington, Taunton, Mass. (Old Colony R. R.).	3051 ¹⁶ (part)	37.16	894	2,986 55
Ludington, Mich., Toledo, Ohio. ¹⁷	9	278.59	Ludington, Monroe, Mich. (Flint and P. M.).	24015	254.41	2,177	28,615 55
			Monroe, Mich., Toledo, Ohio (L. S. and M. S.).	24001 (part)	(²⁰)	.....	(²⁰)
Lynchburgh, Va., and Bristol, Tenn.	3	204.48	Lynchburgh, Va., Bristol, Tenn. (N. and W.).	11013	205.52	5,607	36,374 98
Lyons, N. Y., and Sayre, Pa.	2	92.22	Lyons, N. Y., Sayre, Pa. (Geneva, Ith. and Sayre).	6072	92.62	776	6,968 72

¹ Clerks run west from Columbus to Bradford with Pittsburgh and Saint Louis R. P. O.² Covered by Pittsburgh and Saint Louis R. P. O., 83 miles.³ Four clerks run week on and week off; 3 clerks run two weeks on and one week off.⁴ Balance of route (6.47) Keokuk, Iowa, to Warsaw, Ill., covered by pouch service. See table "C."⁵ Covered by Cincinnati and Nashville R. P. O., 12 miles.⁶ Report of 1883, Louisville and Williamsburg R. P. O. Extended July 2, 1883, to Warm Springs, N. C., taking up the Carey and Knoxville and

Morristown and Warm Springs R. P. Os., whole distance 352.42 miles. February 7, 1884, run curtailed to end at Knoxville; decreased distance 91 miles.

⁷ Covered by Cincinnati and Nashville R. P. O.⁸ See Cincinnati and Nashville R. P. O.⁹ See Paducah and Memphis R. P. O., for remainder of this route.¹⁰ This also includes cars on Paducah and Memphis R. P. O.¹¹ One in reserve.¹² One detailed from Lynchburgh and Bristol R. P. O.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules.)				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments cars paid for in black figures.)		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1880	12	Miles. 24.38	1	Miles. 25.29	6	71,740	2	Ft. In. 11 8	Ft. In. 9 1	3	1	3
.....	.....	12	20.71	1	29.57	6	51,858						
.....	July 1, 1880	107	29	104	29	6	38,305	1	32 0	8 9	4	2	37
.....	Aug. 1, 1882	107	20	104	25	6	138,865	1	28 2	8 7			
.....	.....	.....	.....	.....	.....	.....	.....	1	20 5	8 9			
.....	July 1, 1881	1	16.84	4	16.80	7	25,729	1	8 4	6 11	1	1	1
.....	.....	36	10.57	35	10.57	6	8,164	1					
.....	July 1, 1880	36	10.57	35	10.57	6	12,013		10 3	7 3	1	1	1
.....	July 1, 1880	36	10.57	35	10.57	6	16,257	3					
.....	.....	23	19.07	24	19.52	6	17,910						
.....	July 2, 1883	23	19.38	24	19.67	6	108,129	4	18 5	9 1	4	1	4
.....	July 2, 1883	23	18.51	24	19.43	.....	41,485						
.....	Aug. 16, 1882	1	21.87	2	23.64	6	62,318	4	14 0	7 6	3	1	3
.....	Nov. 1, 1882	1	24.94	2	23.42	.....	55,439						
.....													
.....	Oct. 1, 1881	1	20.32	2	20.94	7	142,412	106	15 0	9 4	4	1	4
fixed.	.....	21	18.37	22	18.37	6	47,025	112	10 9	7 6	122	1	1
.....	.....	21	23.16	22	23.26	6	60,609						
.....	July 1, 1881	253	23.66	254	18.30	6	10,629	1	11 2	7 0	1	1	1
.....	.....	259	21.55	258	23.10	6	10,629	141	6 0	3 8			
.....	July 1, 1881	465	28.57	440	25.58	6	18,993	141	7 6	6 9			
.....	.....	477	29.05	404	23.80	6	18,993	1	13 2	6 2	2	1	2
.....	July 1, 1881	465	25.80	440	23.60	6	15,540	182	12 0	7 0			
.....	.....	477	26.15	404	24.81	6	15,540	141	14 0	7 0			
.....	Apr. 4, 1883	3	24.52	4	24.32	6	159,079	183					
.....	.....	3	24.50	4	22.61	6	15,318		20 0	8 10	4	1	198
5,138 00	July 1, 1881	3	25.86	4	27.03	7	137,261	211	43 4	8 8	4	2	2211
.....	.....	.....	.....	.....	.....	.....	.....	1	41 1	8 9			
.....	July 1, 1881	09	23	02	27	6	57,730	1	41 1	8 7			
.....	.....	.....	.....	.....	.....	.....	.....	232	15 9½	8 8½	2	1	2

¹³ 96.82 miles covered by Lynchburgh and Bristol R. P. O.¹⁴ Reserve car.¹⁵ Reported last year as Lowell and Mansfield R. P. O. Run extended to Taunton, Mass., February 18, 1884.¹⁶ Balance of route covered by Boston, Clinton and Fitchburgh R. P. O., 37.12 miles; and closed pouch service between Taunton and New Bedford, 20.91 miles. See Table C.¹⁷ Runs on route 24001, Monroe, Mich., to Toledo, Ohio (24.47 miles). In connection with Manistee and East Saginaw and Bay City, Wayne and Detroit R. P. O.; gives double service be-

tween Manistee Junction and Wayne, Mich. (210.33), daily except Sunday.

¹⁸ One car held in reserve.¹⁹ Two clerks detailed to Bay City, Wayne and Detroit R. P. O.; two clerks detailed to Manistee and East Saginaw R. P. O.²⁰ Shown in report of Detroit and Toledo R. P. O. night line.²¹ Cars run through to Chattanooga, Tenn.²² One helper between Lynchburgh and Bonsacks, Va. One transfer clerk at Lynchburgh. One detailed to Lovely Mount and Pocahontas R. P. O.²³ One car in reserve.

TABLE A^a.—Statement of railway post-offices in operation

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						<i>Pounds.</i>	
Mackinaw City and Bay City, Mich. ¹	9	182.69	Mackinaw City, Bay City, Mich. (Mich. Cent.).	24009 (part)	181.18	1,207	\$18,125 24
Mackinaw City and Grand Rapids, Mich. ³	9	226.30	Mackinaw City, Grand Rapids, Mich. (Gd. Rap. and Ind.).	24018 ⁴ (part)	225.86	1,514	18,786 13
Macon and Brunswick, Ga.	4	190.60	Macon, Brunswick, Ga. (E., T., V. and Ga.).	15013 ⁷ (part)	190.58	1,017	16,294 59
Macon and Montgomery, Ga.	4	224.51	Macon, Ga., Eufaula, Ala. (S. W.).	15016	143.99	1,021	12,434 96
			Eufaula, Montgomery, Ala. (M. and E.).	17003	80.73	862	6,419 64
Macon and Opelika, Ga.	4	129.67	Macon, Columbus, Ga. (S. W.).	15011	100.47	497	6,356 73
			Columbus, Ga., Opelika, Ala. (Col. and W.).	17007	29.62	764	2,228 60
Manchester and Peterboro', N. H.	1	63.37	Manchester, Concord, N. H. (Concord).	1001 ¹⁰ (part)	(¹¹)	.....	(¹¹)
			Concord, Contoocook, N. H. (Con. and Clar.).	1009 ¹² (part)	(¹³)	.....	(¹³)
			Contoocook, Peterboro', N. H. (Con. and Clar.).	1010	32.76	186	1,400 49
Manhattan and Burlingame, Kans.	7	57.21	Manhattan, Burlingame, Kans. (M., A. and B.).	33034	57.21	227	2,543 55
Manistee and East Saginaw, Mich. ¹⁴	9	148.13	Manistee, Manistee Junction, Mich. (Flint and P. M.).	24045	27.13	760	2,041 26
			Manistee Junction, East Saginaw, Mich. (Flint and P. M.).	24015 (part)	(¹⁶)	.....	(¹⁶)
Maquoketa and Davenport, Iowa.	6	43.85	Maquoketa, Davenport, Iowa (Chi., Mil. and St. Paul).	27018	43.91	211	1,877 15
Marion, Ohio, and Chicago, Ill.	5	269.64	Marion, Ohio, Chicago Junction (n. o.), Ind. (Chic. and Atlantic).	21090	249.95	383	13,892 22
			Chicago, Ill., Hammond, Ind. (Chic. and West. Ind.).	(¹⁷)	.....	.....	.....
Marion and Council Bluffs, Iowa.	6	261.90	Marion, U. P. Transfer, Iowa (Chi., Mil. and St. Paul).	27028 ¹⁸ (part)	261.90	1,759	30,688 96
Marion and Running Water, Dak.	6	62.72	Marion, Running Water, Dak. (Chi., Mil. and St. Paul).	27025 ¹⁹ (part)	63.00	1,949	7,918 47
Marmont and Terre Haute, Ind. ²⁰	5	150.34	Marmont, Terre Haute, Ind. (Terre Haute and Indpls.).	22013	152.19	265	7,558 86
Marquette and L'Anse, Mich.	6	63.81	Marquette, L'Anse, Mich. (Marq., Houghton and Ont.).	24040 ²¹ (part)	64.19	743	5,577 19
Mason City and Albia, Iowa. ²²	6	169.55	Mason City, Albia, Iowa (Central Iowa).	27010	170.21	1,230	16,154 63

¹ Balance of route (114½ miles) covered by Bay City and Jackson R. P. O.² 1 clerk detailed to Bay City and Detroit R. P. O.³ In connection with Cadillac and Fort Wayne, and Grand Rapids and Cincinnati R. P. O.'s gives double service between Cadillac, Mich., and Fort Wayne, Ind. (240 miles).⁴ Balance of route (143.23 miles) covered by Cadillac and Fort Wayne R. P. O.⁵ 1 car held in reserve.⁶ 1 clerk assigned as chief clerk at Grand Rapids, Mich.; 3 clerks detailed to Cadillac and Fort Wayne R. P. O.⁷ Balance of route shown on Rome and Macon R. P. O., 161.94 miles.⁸ 1 detailed as transfer clerk at Jesup, Ga.⁹ 1 reserve car.¹⁰ Balance of route covered by Saint Albans and Boston R. P. O., 18.02 miles.¹¹ Covered by Saint Albans and Boston R. P. O., 18.26 miles.¹² Balance of route covered by Concord and Claremont R. P. O., 43.74 miles, and closed-pouch service between Claremont and Claremont Junction, 1.09 miles (see Table C^c).¹³ Covered by Concord and Claremont R. P. O., 11.97 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1883	92	<i>Miles.</i> 25.39	91	<i>Miles.</i> 24.81	6	114,363	1	<i>Ft. In.</i> 16 1	<i>Ft. In.</i> 8 8	} 2	1	23
.....	Oct. 1, 1882	6	22.75	5	22.20	6	141,663	1 53	15 6 22 0	9 2 8 10		1	68
.....	July 1, 1880	1	17	2	17	7	139,138	3	15 0	9 4	3	1	84
.....	July 1, 1880	1	20	2	21	7	104,959	} 93	22 8	9 2	4	1	4
.....	July 1, 1880	1	23	2	26	7	58,933						
.....	July 1, 1880	5	25	6	21	7	73,037	1	12 0	7 0	2	1	2
.....	July 1, 1880	5	19	6	15	7	21,622	1	11 2	6 8			
.....	.....	3	21.17	10	27	6	11,431	} 1	8 6 9 0	6 0 7 0	1	1	1
.....	.....	3	22.30	10	13.99	6	7,493						
.....	July 1, 1881	3	19.04	10	14.32	6	20,746	} 1	12 0	9 0	1	1	1
.....	July 1, 1882	2	12 $\frac{3}{4}$	1	13	6	35,814						
.....	July 1, 1883	5	24.83	6	21.52	6	16,983	} 2	20 0	8 10	2	1	(15)
.....	.....	5	24.83	6	21.52	6	75,743						
.....	July 1, 1883	24	20	23	20	6	27,450	1	15 2	7 7	1	1	1
.....	June 1, 1883	1	26.53	8	24.89	6	156,469	} 4	10 1	6 10	4	1	4
.....	.....	1	26.53	8	24.89	6	12,325						
.....	Apr. 1, 1884	3	21	2	21	6	163,949	1 1	20 4 20 1	9 4 9 3	4	1	4
.....	July 1, 1883	39	14	40	15	6	39,263	1	8 0	6 9	1	1	1
.....	Oct. 15, 1883	51	19.62	52	19.62	6	87,785	2	16 9	9 2	2	1	2
.....	Dec. 1, 1883	1	21	2	19	6	39,945	1	12 0	7 0	1	1	1
.....	July 1, 1883	4	20	3	20	6	106,138	2 241	32 0 22 0	9 3 8 11	3	1	234

¹⁴ Runs on route 24015, Manistee Junction to East Saginaw, Mich. (119.83 miles), and in connection with Bay City, Wayne, and Detroit, and Ludington and Toledo R. P. O.'s, gives double service between Manistee Junction and Wayne, Mich. (210.33 miles), daily except Sunday.

¹⁵ Clerks appointed to Ludington and Toledo R. P. O.

¹⁶ Shown in report of Ludington and Toledo R. P. O.

¹⁷ Covered by lines of sixth division, 20 miles.

¹⁸ Balance of route (89.28 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.

¹⁹ Balance of route (288.40 miles) covered by Calmar, Iowa, and Chamberlain, Dak., R. P. O.

²⁰ Formerly Logansport and Terre Haute R. P. O. Extended to Marmont October 15, 1883; increased distance 35.15 miles. Clerks record arrival and departure at depot Terre Haute, but accompany mail to post-office.

²¹ Balance of route, L'Anse to Houghton (31.74 miles), covered by closed pouches (see Table C^c).

²² This line was reported last year as Mason City and Ottumwa, Iowa, R. P. O. Decrease in distance run this year, 3.11 miles.

²³ 1 helper between Grinnell and Ackley, Iowa—69 miles.

²⁴ Reserve.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Mayville, Dak., and Breckenridge, Minn.	6	98.90	Mayville, Everest, Dak. (St. Paul, Minn. and Man.). Everest, Dak., Breckenridge, Minn. (St. Paul, Minn. and Man.).	35006 35003 ¹ (part)	46.14 53.04	439 479	\$2,722 26 3,310 76
Maysville, Paris, Ky., and Cincinnati, Ohio.	5	129.06	Maysville, Paris, Ky. (Ky. Cent.). Covington, Paris, Ky. (Ky. Cent.).	20015 20002 (part)	50.73 (³)	315	3,253 31 (³)
<i>McCook, Nebr., and Denver, Colo.</i> ⁴	6	255.53	McCook, Nebr., Denver, Colo. (Bur. and Mo. Riv. in Nebr.).	34009 ⁵ (part)	255.40	495	749 75
McLeansborough and Shawneetown, Ill.	6	41.00	McLeansborough, Shawneetown, Ill. (Louis. and Nash.).	23078	41.22	120	1,762 15
Meadville and Oil City, Pa.	2	36.67	Meadville, Oil City, Pa. (Franklin Brch. N. Y., Penn. and Ohio).	8043	36.62	455	2,223 20
Memphis, Tenn., and Grenada, Miss.	4	101.60	Memphis, Tenn., Grenada, Miss. (Miss. and Tenn.).	18002	102.34	526	6,825 05
Memphis, Tenn., and Little Rock, Ark.	7	136.00	Hopefield, Little Rock, Ark. (M. and L.).	29001	135.88	2,850	15,243 01
Menasha and Schleisingerville, Wis.	6	66.26	Menasha, Schleisingerville, Wis. (Wis. Central).	25017 ⁶ (part)	65.60	1,607	7,291 44
Mendota and Centralia, Ill. ⁷	6	211.99	Mendota, Centralia, Ill. (Illinois Central).	23021 ⁸ (part)	212.85	2,705	23,441 17
Mendota and Fulton, Ill. . .	6	65.26	Mendota, Fulton, Ill. (Chi., Burl. and Q'ey).	23013	64.70	205	2,765 92
Meridian and Vicksburgh, Miss.	4	140.70	Meridian, Vicksburgh, Miss. (Vicks. and Merid.).	18003	140.54	783	9,245 99
Merrill and Tomah, Wis. . .	6	107.50	Merrill, Tomah, Wis. (Chi., Mil. and St. Paul).	25031	108.07	551	7,115 32
Mexico and Cedar City, Mo. ¹¹	7	50.43	Mexico, Cedar City, Mo. (C. and A.).	28021	50.43	278	2,414 59
Michigan City and Indianapolis, Ind.	5	161.17	Michigan City, Indianapolis, Ind. (Wab., St. L. and Pac.).	22004	161.17	926	12,677 63
Michigan City, Monon, and Indianapolis, Ind.	5	154.17	Michigan City, Monon, Ind. (Lou., N. A. and Chic.). Monon, Indianapolis, Ind. (Lou., N. A. and Chic.).	22008 ¹² (part) 22038 ¹² (part)	68.03 95.56	403 119	5,293 41 7,272 12
Middletown and New York, N. Y. ¹³	2	89.78	Middletown, New York, N. Y. (N. Y., Susq. and Westn.).	7037	88.40	462	5,366 76
Millerton and Dutchess Junction, N. Y.	2	57.97	Millerton, Dutchess Junction, N. Y. (N. D. and C.).	6085	57.97	383	3,221 97
Milton and Mineral Point, Wis.	6	90.66	Milton, Gratiot, Wis. (Chi., Mil. and Saint Paul). Gratiot, Mineral Point, Wis. (Chi., Mil., and Saint Paul).	25004 ¹⁵ (part) 25020 ¹⁶ (part)	63.79 25.80	1,043 1,057	5,563 12 2,250 01
<i>Milwaukee, Wis., and Chicago, Ill.</i>	6	86.14	Milwaukee, Wis., Chicago, Ill. (Chi. and No. West.).	23001	85.37	8,625	17,883 30
Milwaukee and Lancaster, Wis.	6	168.40	Milwaukee, Montfort, Wis. (Chi. and No. West.). Montfort, Lancaster Jct., Wis. (Chi. and No. West.). Lancaster Jct., Lancaster, Wis. (Chi. and No. West.).	25038 25025 ¹⁸ (part) 25042	146.37 10.00 12.31	565 556 740	9,761 41 658 40 915 74

¹ Balance of route, Ripon to Everest, Dak. (10.43 miles), covered by closed pouches (see Table C^c).² Reserve.³ Covered by Cincinnati and Richmond R. P. O., 80 miles.⁴ Service on this line was established this year.⁵ Balance of route (160.48 miles) covered by Omaha and McCook, Nebr., R. P. O.⁶ Balance of route covered by Ashland and Menasha, Wis., R. P. O. (251 miles); and betweenMilwaukee and Schleisingerville, Wis. (32.50 miles), by closed pouches. (See Table C^c.)⁷ This line was reported last year as Freeport and Centralia, Ill., R. P. O., which has been curtailed to begin at Mendota, and balance of line merged into Dubuque, Iowa, and Mendota, Ill., R. P. O.⁸ Balance of route (132.29 miles) covered by Dubuque, Iowa and Mendota, Ill., R. P. O.⁹ 1 clerk detailed to transfer duty at Bloomington, Ill.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			<i>Miles.</i>		<i>Miles.</i>				<i>Ft.</i>	<i>In.</i>			
.....	Apr. 1, 1884	48	17	47	16	6	28,696	1	16	0	8	9	2
.....	Apr. 1, 1884	48	18	47	20	6	33,215	²¹	12	4	8	9	
.....	July 1, 1880	11	20.29	12	21.77	6	31,756	}	1	12	10	8	10
.....	.....	11	24.10	12	21.77	6	49,035						
\$6,385 00	July 1, 1882	39	30	40	30	7	187,048	2	40	3	9	0	3
.....	July 1, 1883	11	11	10	11	6	25,666	1	9	7	4	0	1
.....	July 1, 1881	83	24	84	22	6	22,956	1	18	6	7	0	1
.....	July 1, 1880	2	20	1	22	7	74,168	1	12	1	6	9	2
.....	July 1, 1882	3	18	4	18	7	99,552	2	22	8	8	9	3
.....	Apr. 16, 1884	6	26	5	26	6	49,479	2	15	2	7	7	1
.....	July 1, 1883	3	22	2	20	6	132,705	2	27	3	9	0	4
.....	July 1, 1883	97	26	98	26	6	40,873	²¹	24	0	7	9	1
.....	July 1, 1880	35	19	36	17	7	102,711	(¹⁰)	.....	.....	.....	.....	3
.....	July 1, 1883	2	21	1	21	6	67,295	1	13	5	7	7	2
.....	July 1, 1883	138	17	137	17	6	31,570	1	17	6	9	0	1
.....	July 1, 1880	25	19.34	36	21.26	6	100,893	2	14	6	9	2	3
.....	July 1, 1880	6	25.49	5	25.49	6	37,167	}	3	13	11	9	0
.....	July 1, 1880	6	22.26	5	20.30	6	53,924						
.....	July 1, 1881	18	18	7	19	6	56,203	¹⁴²	13	0	6	8	2
.....	July 1, 1881	51	22	54	18	6	36,289	1	9	10	6	6	1
.....	July 1, 1883	1	22	2	21	6	40,602	¹⁴¹	9	0	7	0	1
.....	July 1, 1883	1	21	2	21	6	16,151	}	1	16	9	7	5
.....	July 1, 1883	1	21	2	21	6	16,151						
3,756 28	Apr. 1, 1884	4	28	11	28	6	53,943	¹⁴³	50	0			4
.....	July 1, 1883	10	28	5	28	6	53,943						
.....	July 1, 1883	1	24	2	24	6	91,452	1	24	7	9	3	3
.....	July 1, 1883	1	20	2	13	6	6,260	1	24	0	9	3	
.....	July 1, 1883	1	18	2	18	6	7,706						

¹⁰ Cars on Chatt. and Merid. R. P. O. run through to Vicksburgh, Miss.¹¹ Reported last year as Mexico and Jefferson City R. P. O. Same distance.¹² Balance of route covered by Chi. and Louisville R. P. O.¹³ Every third week relieves Port Jervis and New York clerk.¹⁴ 1 Reserve car.¹⁵ Balance of route, Gratiot to Shullsburgh, Wis. (11.50 miles), covered by closed pouches.(See Table C^c.)¹⁶ Balance of route, Gratiot, Wis., to Warren, Ill. (7.15 miles), covered by closed pouches. (See Table C^c.)¹⁷ 1 clerk detailed to transfer duty at Milwaukee, Wis.¹⁸ Balance of route covered by Montfort, Wis., and Galena, Ill., R. P. O. (47.76 miles), and between Woodman and Lancaster Jct., Wis. (18.53 miles), by closed pouches. (See Table C^c.)

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds</i>	
Milwaukee and Prairie du Chien, Wis.	6	194.50	Milwaukee, Prairie du Chien, Wis. (Chi., Mil. and St. Paul).	25001	196.64	2,552	\$26,733 20
Minneapolis, Minn., and Aberdeen, Dak. ³	6	288.15	Minneapolis, Cologne, Minn. (Chi., Mil. and St. Paul).	26037	33.17	1,710	3,828 81
			Cologne, Minn., Aberdeen, Dak. (Chi., Mil. and St. Paul).	26010 ⁵ (part)	256.40	1,080	20,198 05
Minneapolis and Albert Lea, Minn.	6	108.31	Minneapolis, Albert Lea, Minn. (Minn. and St. Louis).	26021 ⁶ (part)	108.73	1,168	10,040 12
Minneapolis and Birch Cooley, Minn.	6	100.84	Minneapolis, Birch Cooley, Minn. (Minn. and St. Louis).	26038	102.58	235	4,560 71
Missouri Valley, Iowa, and Valentine, Nebr. ⁹	6	306.10	Missouri Valley, California Junction, Iowa (Sioux City and Pac.).	27029 (part)	(¹⁰)	....	(¹⁰)
			California Junction, Iowa, Fremont, Nebr. (Sioux City and Pac.).	27077	32.23	1,076	2,838 50
			Fremont, Valentine, Nebr. (Fre., Elk. and Mo. Vall.).	34010	268.59	1,112	24,114 01
Mona and Waterloo, Iowa..	6	80.88	Mona, Waterloo, Iowa (Illinois Central).	27022	80.79	763	6,078 64
Monmouth Junction and Manasquan, N. J. ¹²	2	33.18	Monmouth Junction, Jamesburgh, N. J. (Amboy Div., Penn.).	7005 ¹³ (part)	5.69	642	398.93
Monroe and Adrian, Mich..	9	34.29	Jamesburgh, Sea Girt, N. J..	7023	27.64	364	1,488 96
			Monroe, Adrian, Mich. (L. S. and M. S.).	24002	34.90	876	2,775 25
Montandon and Spring Mills, Pa. ¹⁵	2	45.39	Lewisburgh, Spring Mills, Pa. (L. and T. Div., Penn.).	8067	42.45	199	1,814 73
Montfort, Wis., and Galena, Ill.	6	56.08	Montfort, Platteville Junction, Wis. (Chi. and No. West.).	25025 ¹⁶ (part)	21.50	556	1,415 56
			Platteville Junction, Platteville, Wis. (Chi. and No. West.).	25043	174.36	148	186.39
			Platteville Junction, Wis., Galena, Ill. (Chi. and No. West.).	25025 ¹⁶ (part)	26.26	556	1,728 96
Montgomery, Ala., and New Orleans, La.	4	321.85	Montgomery, Ala., to Mobile, Ala. (Mob. and Mont.).	17012	179.67	4,258	25,124 24
			Mobile, Ala., to New Orleans, La. (N. O., M. and Tex.).	17013	141.70	3,623	21,444 87
Montgomery and Selma, Ala.	4	51.21	Montgomery, Selma, Ala. (W. R. R. of Ala.).	17002	50.59	528	3,287 33
Montrose and Tunkhannock, Pa.	2	29.16	Montrose, Tunkhannock, Pa. (Montrose).	8078	28.27	86	1,208 54
Morning Sun and Oskaloosa, Iowa.	6	81.82	Morning Sun, Oskaloosa, Iowa (Central Iowa).	27086 ¹⁹ (part)	81.99	207	3,565 07
Mound House and Keeler, Nev.	8	293.00	Mound House, Belleville, Nev. (Carson and Colo.).	45004 (part)	154.96	361	8,347 69
			Belleville, Keeler, Nev.....	45005	143.22	.....	(²¹)
Mount Pleasant and Keokuk, Iowa.	6	50.40	Mount Pleasant, Keokuk, Iowa (St. L., Keo., and North.).	28018 ²² (part)	49.10	1,690	5,625 38

¹ 2 helpers between Prairie du Chien and White-water, Wis., 143 miles. 1 clerk detailed to transfer duty at Prairie du Chien, Wis.

² 1 car in reserve.

³ This line was reported last year as Minneapolis, Minn., and Millbank, Dak., and Millbank and Aberdeen, Dak., R. P. O.'s. These consolidated form present line.

⁴ 1 clerk detailed to Saint Paul, Minn., and Bismarck, Dak., R. P. O.

⁵ Balance of route covered by Hastings and Cologne, Minn., R. P. O. (56.51 miles), and between Aberdeen and Ipswich (26.33 miles) by closed pouches. (See Table C^c.)

⁶ Balance of route (151.53 miles) covered by Albert Lea, Minn., and Angus, Iowa, R. P. O.

⁷ 1 helper between Minneapolis and Albert Lea, Minn., 108 miles, three days each week. 1 clerk detailed to this line from Minneapolis and Birch Cooley, Minn., R. P. O.

⁸ 1 clerk detailed to Minneapolis and Albert Lea, Minn., R. P. O.

⁹ This line was reported last year as Missouri Valley, Iowa, and Long Pine, Nebr., R. P. O. Increased distance run this year, 55.28 miles.

¹⁰ Distance (6.13 miles) covered by Sioux City and Missouri Valley, Iowa, R. P. O.

¹¹ Reserve.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	July 1, 1883	1	Miles. 24	2	Miles. 24	6	111,757	1 ²²	Ft. In. 22 0 21 0	Ft. In. 9 3 9 4	4	1	17
	July 1, 1883	1	21	2	22	6	180,382	2	20 9	9 3	5	1	46
	July 1, 1883	1	22	2	22								
		3	21	4	22								
	July 1, 1883	4	23	3	23	6	67,802	1	22 0 19 9	9 5 9 4	2	1	72
	July 1, 1883	14	19	13	20	6	63,126	1	9 3	8 0	1	1	82
		5	24	6	24	6	3,837	2	17 9	9 6	6	1	6
	July 1, 1883	5	15	6	14	6	20,238	1 ¹²	17 9	9 6			
	Apr. 16, 1884	5	22	6	25	6	167,543						
	July 1, 1883	15	10	16	11	6	50,631	1	19 0 ³ ₄	8 10	2	1	2
	July 1, 1881	380	18	387	27	6	3,559	1	18 3 9 0	9 0 6 3	1	1	1
	July 1, 1881	380	27	387	26	6	17,212	(14)			(14)		
	Apr. 4, 1883	105	26.56	102	30.64	6	21,465	1	12 2	9 0	1	1	1
	July 1, 1881	1	10	10	11	6	28,414	1	12 0	8 4	1	1	1
		9	6	2	6	6	939						
	July 1, 1883	18	16	17	19	6	13,459						
	July 1, 1883	18	16	17	19	6	6,060	1	13 6	7 0	1	1	1
	July 1, 1883	18	16	17	19	6	13,587						
\$8,983 50	July 1, 1880	1	24	2	26	7	130,015	23	49 1	9 1	5	1	1810
		3	26	4	26	7	130,015						
7,085 00	July 1, 1880	1	25	2	26	7	104,941	2	49 1	9 1	4	1	
		3	28	4	26	7	104,941						
	July 1, 1880	31	20	32	20	7	37,383	1	23 3	9 5	1	1	1
	July 1, 1881	2	17	3	13	6	18,254	1	6 0	6 1	1	1	1
	Dec. 1, 1883	1	21	2	21	6	51,219	2	10 0	7 8	1	1	202
	Mar. 15, 1882	1	14.12	2	14.06	7	111,535	3	10 9	8 8	4	1	4
(21)		1	14.12	2	14.06	7	102,942						
	July 1, 1883	15	20	16	16	6	31,550						

¹² Clerk runs to Long Branch; records arrival and departure at Manasquan by slips; given benefit of run to Sea Girt.

¹³ 47.64 miles covered by South Amboy and Philadelphia R. P. O.

¹⁴ Cars and clerk shown on route 7005.

¹⁵ Double daily service between Montandon and Lewisburgh; 1.50 miles messenger service; clerk records arrival and departure at Lewisburgh P. O., but performs double service between Lewisburgh and Montandon.

¹⁶ Balance of route, Woodman to Lancaster Junction, Wis. (18.53 miles), covered by pouch service (see Table C^e), and between Lancaster

Junction and Montfort, Wis. (10 miles), by Milwaukee and Montfort, Wis., R. P. O.

¹⁷ Distance covered by R. P. O. twice daily each way.

¹⁸ 1 detailed as transfer clerk at Montgomery, Ala.

¹⁹ Balance of route, Keithsburg, Ill., to Morning Sun, Iowa (17.20 miles), covered by closed pouches. (See Table C^e.)

²⁰ 1 clerk detailed to Burlington and Council Bluffs, Iowa, R. P. O.

²¹ No pay fixed.

²² Balance of route (137.97 miles) covered by Burlington, Iowa, and Saint Louis, Mo., R. P. O.

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						<i>Pounds.</i>	
Muncie, Ind., and Bloomington, Ill.	5	201.75	Muncie, Ind., Bloomington, Ill. (L. E. and W.).	21020 ¹ (part)	201.00	428	\$12,373 56
Muscatine and Montezuma, Iowa.	6	96.87	Muscatine, What Cheer, Iowa (Bur., C. Rap. and North.).	27004	76.58 ²	440	4,583 31
			Thornburgh, Montezuma, Iowa (Bur., C. Rap. and North.).	27065	16.29	271	766 12
Muskegon and Allegan, Mich. ³	9	60.06	Muskegon, Holland, Mich. (Chi. and West Mich.).	24021 (part)	(⁴)	.....	(⁴)
			Holland, Allegan, Mich. (Chi. and West Mich.).	24023	24.64	310	1,243 08
Nacogdoches and Houston, Tex.	7	140.25	Nacogdoches, Houston, Tex. (H. E. and W. T.).	31023	140.25	382	7,795 09
Nashua, N. H., and Worcester, Mass.	1	46.76	Nashua, N. H., Worcester, Mass. (Wor. and Nash.).	3066	(⁵)	.....	(⁵)
Nashville and Chattanooga, Tenn.	5	151.62	Nashville, Chattanooga, Tenn. (Nash., Chat. and St. L.).	19004	151.00	5,056	25,046 37
Nashville, Tenn., and Hickman, Ky.	5	170.56	Nashville, Tenn., Hickman, Ky. (Nash., Chat. & St. L.).	19007	170.56	999	14,582 88
Nashville, Tenn., and Montgomery, Ala. ⁸	5	306.21	Nashville, Tenn., Decatur, Ala. (Lou. and Nash.).	19006	122.23	1,650	13,806 16
			Decatur, Montgomery, Ala. (Lou. and Nash.).	17004	183.31	898	11,786 83
Nebraska City and Beatrice, Nebr. ¹⁰	6	95.24	Nebraska City, Nemaha City, Nebr. (Nebraska).	34005 ¹¹ (part)	27.60	575	1,840 65
			Nemaha City, Beatrice, Nebr. (Rep. Valley).	3 019	67.76	329	3,476 08
Neché, Dak., and Breckenridge, Minn. ¹³	6	208.78	Neché, Fargo, Dak. (St. Paul, Minn. and Man.).	35005	158.29	2,996	22,466 10
			Fargo, Dak., Breckenridge, Minn. (St. Paul, Minn. and Man.).	26005	(¹⁵)	.....	(¹⁵)
Newark and Shawnee, O.	5	43.30	Newark, Shawnee, O. (Balt. and Ohio).	21038	43.69	267	2,054 74
Newburyport and Boston, Mass.	1	40.63	Newburyport, Wakefield, Mass. (Bos. and Maine).	3014	30.80	176	1,316 70
			Wakefield, Boston, Mass. (Bos. and Maine).	3011 ¹⁶ (part)	(¹⁷)	.....	(¹⁷)
New Castle and North Vernon, Ind. ¹⁸	5	70.06	New Castle, Rushville, Ind. (Ft. Wayne, Cin. & Louis.).	22042	24.84	95	1,061 91
			Rushville, North Vernon, Ind. (C., L., St. L. & C.).	22015	45.50	497	1,945 11
New Castle and Pittsburgh, Pa. ¹⁹	2	61.20	New Castle, Pittsburgh, Pa. (Pitts. Div. Pitts. & West.).	8125	61.70	197	3,357 19
New Haven, Conn., and New York, N. Y.	1	77.05	New Haven, Conn., New York, N. Y. (N. Y., N. H. and H.).	5005 ²¹ (part)	(²²)	.....	(²²)
New London and New Haven, Conn.	1	51.81	New London, New Haven, Conn. (N. Y., N. H. and H.).	5004	(²⁴)	.....	(²⁴)
New Orleans and Alexandria.	4	230.24	New Orleans, Cheneyville, La. (M., L. and T.).	30003	210.36	2,057	25,166 85
			Cheneyville, Alexandria, La. (T. and P.).	30011 (part)	(²⁶)	.....	(²⁶)

¹ See Sandusky and Muncie R. P. O.² Distance from Thornburgh to What Cheer, Iowa (4.50 miles), covered twice daily each way by R. P. O.³ Runs on route 24021, Muskegon to Holland, Mich. (35.50 miles), and in connection with Big Rapids and Holland R. P. O. gives double service between these points daily except Sunday.⁴ Shown in report of Big Rapids & Holland R. P. O.⁵ Covered by Portland and Worcester R. P. O. (46.93 miles).⁶ Shown in column No. 20, Portland and Worcester R. P. O.⁷ 1 helper between Nashville and Cowan.⁸ Formerly Nashville and Decatur and Decatur and Montgomery R. P. O.'s, the latter of which was in fourth division until December 15, 1883, when run of clerks was extended through and route transferred to fifth division.⁹ 2 helpers Nashville to Decatur.¹⁰ This line was reported last year as Nebraska City and Tecumseh, Nebr., R. P. O.; increased distance ran this year, 34.26 miles.¹¹ Balance of route (109.85 miles) covered by Central City and Nebraska City, Nebr., R. P. O.¹² Reserve.¹³ This line was reported last year as Neche and Fargo, Dak., R. P. O. Increased distance ran this year, 50.07 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.				
.....	July 1, 1880	3	<i>Miles.</i> 23.32	4	<i>Miles.</i> 24.24	6	126,295	(¹)	<i>Ft. In.</i> (¹)	.....	4	1	4	
.....	July 1, 1883	32	20	31	20	6	50,443	}	1	20 10	9 4	1	1	1
.....	July 1, 1883	32	20	31	20	6	10,197							
.....		18	20.64	15	21.93	6	22,172	}	1	12 0	6 0	1	1	1
.....	Apr. 4, 1883	18	20.64	15	21.93	6	15,424							
.....	Dec. 21, 1883	2	15	1	15	6	87,797	2	14 6	6 6	2	1	2	
.....	.....	8	20.46	13	22.10	6	29,271	1	18 0	6 10	1	1	(⁶)	
\$1,887 50	July 1, 1880	1	26.36	2	23.95	7	110,985	2	20 0	9 2	3	1	74	
.....	July 1, 1880	51	18.95	52	18.95	7	124,850	2	15 0	9 6	3	1	3	
.....	July 1, 1880	3	29.93	2	26.71	7	89,546	}	3	15 0	9 6	4	1	96
.....	July 1, 1880	3	23.87	2	23.87	7	134,183							
.....	July 1, 1882	53	20	54	20	6	59,620	¹² 1 2	8 3 7 10	7 0 7 0	2	1	2	
.....	Apr. 16, 1884	53	18	54	17	6								
.....	Apr. 1, 1884	4	21	3	22	7	152,827	(14)	.....	.....	3	1	3	
.....	.....	4	18	3	17	7								
.....	July 1, 1880	107	23.66	108	23.03	6	27,106	1	16 0	8 6	1	1	1	
308 00	July 1, 1881	68	26.14	13	23.46	6	19,174	}	1	12 0	8 6	2	1	2
95 00	.....	108	26.14	71	25.41	6	19,174							
.....	.....	68	18.99	13	17.80	6	6,260							
.....	Mar. 22, 1882	108	18.99	71	20.35	6	6,260	}	1	10 6 12 0	9 7 6 10	1	1	1
.....	.....	4	29.92	1	24.84	6	15,550							
.....	July 1, 1880	4	21.70	1	21.80	6	28,308	1	12 0	6 10	1	1	1	
.....	July 1, 1881	5	23	2	22	6	38,312	²⁰ 2	14 6	8 7	1	1	1	
.....	.....	24	26.95	43	27.12	6	48,233	²⁰ 1	16 4 15 6	6 10 6 6	1	1	²³ 2	
.....	.....	10	26.59	17	26.13	6	32,433							
.....	.....	20	25.27	3	27.30	6	32,433	1	12 11	6 4	2	1	²⁵ 3	
.....	July 1, 1880	1	17	4	17	7	153,562	2	15 9 18 0	9 1 9 0	4	1	4	
.....	.....	1	17	4	17	7	14,513							

¹⁴ Cars run through from Saint Paul, Minn. See Fargo, Breckenridge and Saint Paul R. P. O.¹⁵ Distance (53.27 miles) covered by Fargo, Dak., Breckenridge and Saint Paul, Minn., R. P. O.¹⁶ Balance of route covered by Portland and Boston R. P. O. (106.33 miles).¹⁷ Covered by Portland and Boston R. P. O. (10 miles).¹⁸ R. P. O. curtailed to begin at Rushville Dec. 22, 1883; decrease distance, 26 miles. Re-established New Castle and North Vernon May 19, 1884.¹⁹ Formerly New Castle Junction and Pittsburgh R. P. O.; increase, 3.10 miles.²⁰ Reserve car.²¹ Balance of route covered by Bos., Sp'g. and N. Y. R. P. O. (62.36 miles).²² Covered by Bos., Sp'g. and N. Y. R. P. O. (73.23 miles).²³ 1 clerk detailed as transfer clerk, New Haven, Conn.²⁴ Covered by Bos., Prov. and N. Y. R. P. O. (51.71 miles).²⁵ 1 clerk detailed as transfer clerk, New London, Conn.²⁶ Reported in N. O. and Marshal R. P. O.; both R. P. O.'s using same track between Cheneyville and Alexandria, La.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
New Orleans, La., and Houston, Tex.	4	362.74	New Orleans, Vermillionville, La. (M., L. and T.). Vermillionville, La., Orange, Tex. (Tex. and N. O.). Orange, Houston, Tex. (Tex. and N. O.).	30003 (part) 30010 31012	(¹) 113.15 106.24	 1,699 1,783	(¹) \$12,963 59 12,626 62
New Orleans, La., and Marshall, Tex.	4	369.37	New Orleans to Cheneyville, La. (T. and P.). Cheneyville to Shreveport, La. (Tex. and P.). Shreveport, La., and Marshall, Tex. (Mo. Pac.).	30002 30011 31009 (part)	172.30 157.25 239.95	789 596 1,072	13,112 03 10,622 23 3,522 80
<i>Newport, Vt., and Springfield, Mass.</i>	1	229.60	Newport, White River Junction, Vt. (Conn. and Pass.). White River Junc., Windsor, Vt. (Cent. Ver.). Windsor, Bellows Falls, Vt. (Sullivan). Bellows Falls, Brattleboro', Vt. (Ver. Valley). Brattleboro', South Vernon, Vt. (New Lon. North'n). South Vernon, Vt., Springfield, Mass. (Conn. Riv.).	2010 ³ (part) 2002 ⁵ (part) 2004 2005 3062 ⁷ (part) 3067	105.30 14.13 26.32 24.02 (⁸) 52.94	2,105 4,394 4,284 4,451 6,217	13,775 35 1,283 41 4,230 67 3,902 04 (⁸) 9,731 96
Newton and Arkansas City, Kans.	7	78.56	Newton, Arkansas City, Kans. (A., T. and S. F.).	33011	78.56	835	6,112 75
Newton and Caldwell, Kans.	7	81.09	Newton, Mulvane, Kans. (A., T. and S. F.). Mulvane, Caldwell, Kans. (A., T. and S. F.).	33011 (part) 33037	(¹⁰) 38.30	 759	(¹⁰) 2,849 13
Newton, N. C., and Lancaster, S. C.	4	108.80	Newton, N. C., to Chester, S. C. (Ches. and Le.). Chester to Lancaster, S. C. (Ch. and Ch.).	14007 14013	79.53 30.20	331 119	3,863 51 1,291 04
<i>New York, N. Y., and Chicago, Ill.</i> This line is divided into three divisions, as follows, viz: East Division—New York and Syracuse, N. Y.	9	 289.50	 New York, Syracuse, N. Y. (N. Y. Cent. and H. Riv.).	 6011 (part)	 289.50	 84,498	 295,295 79

¹ Reported in N. O. and Alex. R. P. O.; both R. P. O.'s using same track between New Orleans and Vermillionville, La.

² Balance of route covered by Texarkana and El Paso R. P. O., 794.47 miles.

³ Balance of route covered by closed-pouch service between Newport and Derby line, 9.72 miles (see Table C^e).

One clerk detailed as transfer clerk, White River Junction, Vt.

⁵ Balance of route covered by St. Albans and Boston R. P. O., 96 miles.

⁶ Reserve cars.

⁷ Balance of route covered by Brattleboro' and Palmer R. P. O., 11.11 miles.

⁸ Covered by Brattleboro' and Palmer R. P. O., 10.28 miles.

⁹ Clerk on this line appointed to Newton and Caldwell R. P. O., which see.

¹⁰ 43 miles distance on route 33011 covered by Newton and Arkansas City R. P. O.

¹¹ One clerk on this line assigned to Newton and Arkansas City R. P. O., which is operated in connection with Newton and Caldwell R. P. O.

¹² The total equipment of this line is as follows: 24 cars, 60 feet by 9 feet; 6 cars, 50 feet by 9 feet; 6 cars, 49 feet 5 inches by 9 feet; 1 car, 41 feet 4 inches by 9 feet; 1 car, 40 feet by 9 feet. Six of these cars are held in reserve. The figures in the body of the report show the number and dimensions of cars upon each train upon each contract route.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for, in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft. In.	Ft. In.			
		3	20	2	24	7	104,646						
	July 1, 1882	3	18	2	28	7	82,599	3	22 7	9 1	5	1	5
	Jan. 1, 1883	3	21	2	26	7	77,555	1	14 0	9 0			
	Jan. 1, 1883	401	18	402	21	7	125,675						
	Jan. 1, 1883	401	17	402	17	7	114,792	4	20 6	7 2	5	1	5
	July 1, 1881	401	20	402	20	7	29,173						
\$1,316 25	July 1, 1881	4	21.82	3	20.35	6	65,210						
176 62	July 1, 1881	4	11.82	3	24	6	8,138						
329 00	July 1, 1881	4	24	3	17.32	6	15,769	1	21 2	6 9	4	2	9 ¹
300 25	July 1, 1881	4	24	3	26.17	6	15,036	1	22 8	6 11			
128 50	July 1, 1881	4	24	3	26.17	6	15,036	16	20 8	6 10			
	July 1, 1881	4	30	3	21.42	6	6,435	16	21 8	6 4			
661 75	July 1, 1881	4	22.21	3	24.58	6	33,140						
	July 1, 1882	83	19.50	84	19.50	6	49,179	1	13 8	9 1	1	1	(⁹)
		83	18	84	18	6	24,395						
	July 1, 1882	83	18	84	18	6	26,368	1	13 5	9 4	1	1	2 ¹¹
	Aug. 6, 1883	2	13	1	13	6	49,204	1	12 0	7 5	2	1	2
	July 1, 1880	2	14	1	14	6	18,905	1	11 8	6 8			
								(¹²)					304 ¹³
95,535 00	Jan. 9, 1882	21	32.37	14	31.58	7	211,914	4 ¹⁴	60 0	9 0	4	6 ¹⁵	....
		23	31.65			6	181,227	1	60 0	9 0		4 ¹⁵	
				2	31.58			2	60 0	9 0			
		7	38.60					2	60 0	9 0			
						7	211,914	1	50 0	9 0			
				22	28.01			1	49 5	9 0	4	11 ¹⁵	
								1	60 0	9 0			
								1	50 0	9 0			
								1	49 5	9 0			

¹³ Clerks are detailed as follows; 1 as chief clerk, Grand Central Depot, New York; 1 as chief clerk, Chicago, Ill.; 1 in office of chief clerk R. M. S., Syracuse, N. Y.; 1 as transfer clerk at Buffalo, N. Y.; 3 as transfer clerks at Cleveland, Ohio; 3 as transfer clerks at Toledo, Ohio; 1 as transfer clerk at Elkhart, Ind.; 2 as clerks in the R. M. S. supply room, Cleveland, Ohio; 2 to R. M. S. printing office, Cleveland, Ohio; 1 to Toledo and Allegan R. P. O.; 7 to the office of superintendent R. M.

S., Cleveland, Ohio; 6 to Cleveland and Toledo R. P. O.; 6 to Toledo and Chicago R. P. O., and 1 to office of General Superintendent Railway Mail-Service, Washington, D. C.

¹⁴ 2 cars on each train.

¹⁵ 2 clerks assigned as helpers on train 21 outward between New York and Schenectady, N. Y., 159.50 miles. 8 clerks assigned as helpers on train 7, outward, and train 2, inward, between Albany and Syracuse, N. Y., 147.50 miles.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
Middle Division—Syracuse, N. Y., and Cleveland, Ohio.	9	336.26	Syracuse, Buffalo, N. Y. (N. Y. Cent. and H. Riv.).	6011 (part)	152.50	Pounds. 84,498	\$155,553 05
			Buffalo, N. Y., Cleveland, Ohio (L. S. and M. S.)	6052 ³ (part)	183.76	65,821	195,795 00
West Division—Cleveland, Ohio, and Chicago, Ill.	9	356.89 ^b	Cleveland, Ohio, Chicago, Ill. (L. S. and M. S.).	6052 ³	356.52	65,821	246,629 73
			Elyria, Millbury, Ohio (L. S. and M. S.).	21007 ³	74.86	34,928	36,739 04
			Toledo, Ohio, Elkhart, Ind. (L. S. and M. S.).	21045 ³	134.48	32,412	62,259 13
New York, N. Y., Dover, N. J., and Easton, Pa. ¹⁵	2	86.30	Hoboken, N. J., Easton, Pa. (M. and E. Div. Del., Lack. and W.).	7013	84.24	1,881	10,371 62
<i>New York and Dunkirk, N. Y.</i>	2	461.38	New York, Dunkirk, N. Y. (N. Y., L. E. and West.).	6001	459.55	9,212	103,339 00
New York and Elmira, N. Y. ¹⁹	2	303.58	Waverly, Elmira, N. Y. (N. Y., L. E. and West.).	6001	(²⁰)	.....	(²⁰)
			Waverly, N. Y., Easton, Pa. (Lehigh Val.).	8010	205.57	3,029	29,353 34
			Metuchen, N. J., Easton, Pa. (N. J. Div. Lehigh Val.).	7018	54.00	1,166	4,986 36
			New York, N. Y., Metuchen, N. J. (N. Y. Div. Penna.).	7004	(²³)	.....	(²³)

¹ Two cars on each train.² 2 clerks assigned as helpers on train 7, outward, and train 14, inward, between Buffalo, N. Y., and Cleveland, Ohio, 183.76 miles. 2 clerks assigned as helpers on train 3, outward, and train 14, inward, between Buffalo, N. Y., and Cleveland, Ohio, 183.76 miles. 4 clerks assigned as helpers on train 21, outward, and train 14, inward, between Utica and Buffalo, N. Y., 208.50 miles. 2 clerks assigned as helpers on train 1, outward, and train 8, inward, between Buffalo, N. Y., and Cleveland, Ohio, 183.76 miles.

Routes 6052, 21007, and 21045 constitute the main lines of the Lake Shore and Michigan Southern Railway between Buffalo, N. Y., and Chicago, Ill.

⁴ Shown on route 6011, middle division.⁵ This is the distance by route 6052: The distance from Cleveland, Ohio, to Chicago, Ill., via route 6052, Cleveland to Elyria, Ohio; thence over route 21007, to Millbury, Ohio; thence over route 6052 to Toledo, Ohio; thence over route 21045 to Elkhart, Ind.; and thence over route 6052, to Chicago, Ill., is 341.97 miles.⁶ 2 clerks assigned as helpers on train 1, outward, and train 2, inward, between Cleveland and Toledo, Ohio, 113.37 miles.⁷ The opposite train (12) runs inward on route 6052, from Millbury to Elyria, Ohio, 78.77 miles.⁸ 7 trips outward.⁹ 7 trips inward.¹⁰ Shown on route 6052, west division.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
\$50,325 00	Jan. 9, 1882		Miles.		Miles.				Ft.	In.			
		21	24.94	14	33.25	7	111,630	4 ¹	60	0	9	0	6 ²
		23&3	24.94			6	95,465	1	60	0	9	0	8 ²
				2	33.25			2	60	0	9	0	
		7	35.21					2	60	0	9	0	
								1	50	0	9	0	
				22	31.50	7	111,630	1	49	5	9	0	7 ²
								1	60	0	9	0	
								1	50	0	9	0	
								1	49	5	9	0	
60,640 80	Mar. 9, 1884	1	37.29			7	134,512	1	60	0	9	0	(4)
				14	35.41			2	60	0	9	0	(4)
		3	29.67	2	35.09	6	115,033	4 ¹	60	0	9	0	(4)
		7	39.21					2	60	0	9	0	
						7	134,512	1	50	0	9	0	(4)
				8	31.82			1	49	5	9	0	
								1	60	0	9	0	
								1	50	0	9	0	
								1	49	5	9	0	
								1	60	0	9	0	
79,344 20	Mar. 9, 1884	1	33.58			7	190,076	1	60	0	9	0	4
				12	22.63			2	60	0	9	0	5
		3	25.94	2	26.61	6	98,910	4 ¹	60	0	9	0	6
		7	32.90					2	60	0	9	0	
						7	190,076	1	50	0	9	0	
				8	26.40			1	49	5	9	0	8
								1	60	0	9	0	
								1	50	0	9	0	
								1	49	5	9	0	
								1	60	0	9	0	
10,480 40	Mar. 9, 1884	1	33.58	(7)		(8)	27,348	1	60	0	9	0	
				8	26.40	(9)	27,348	1	60	0	9	0	
								1	50	0	9	0	(10)
								1	49	5	9	0	
		3	25.94	(11)		(12)	23,431	2	60	0	9	0	
		1	33.58	(13)		(8)	49,172	1	60	0	9	0	
		3	25.94	2	26.61	6	84,103	4 ¹	60	0	9	0	
		(14)		8	26.40	(9)	49,172	1	60	0	9	0	(10)
								1	50	0	9	0	
								1	49	5	9	0	
31,662 00	July 1, 1881	13	23	14	23	6	54,024	1 ¹⁶	12	9	8	11	2
								1 ¹⁶	12	0	8	4	
		9	26	8	32	176	207,047	2	50	0	9	0	4
		3	26	2	26	7	337,730	3	50	0	9	0	3
								2 ¹⁶	50	0	9	0	2
		2	39	7	27	6	10,996	2	20	0	8	3	1
								6 ²¹	20	0	8	3	7
		2	28	7	23	6	120,802	(22)					(22)
		2	43	7	31	6	33,771	(22)					(22)
		2	37	7	29	6	16,572	(22)					(22)

¹¹ The opposite train (2) runs inward from Millbury to Elyria, Ohio, on route 6052, 78.77 miles.

¹² 6 trips outward.

¹³ The opposite train (12) runs inward on route 6052, from Elkhart, Ind., to Toledo, Ohio, 142.80 miles.

¹⁴ The opposite train (7) runs outward on route 6052, from Cleveland, Ohio, to Chicago, Ill., 356.89 miles.

¹⁵ See New York and Hackettstown R. P. O. (short run). Relieves New York and Hackettstown clerk every third week.

¹⁶ Reserve cars.

¹⁷ Crews on trains 9 and 8 perform service between New York and Hornellsville (332.63 miles) daily, except Sunday. Crews on 3 and 2 perform service daily.

¹⁸ Three clerks between New York and Hornellsville, and 2 clerks between Hornellsville and Dunkirk; 1 clerk on Port Jervis and New York R. P. O.; 4 helpers, Susquehanna to Hornellsville; 2 helpers, Hornellsville to Salamanca; 1 chief clerk at Buffalo, N. Y.; 3 clerks office supt., 2d division; 1 transfer clerk at Binghamton, N. Y.; 1 transfer clerk at Elmira, N. Y.

¹⁹ Formerly Easton and Elmira R. P. O., increase 80.20 miles; 1 helper runs from Elmira to Lacyville and return; 1 clerk (short run), Elmira and Wilkes Barre R. P. O.; 1 clerk to transfer duty at Easton, Pa.

²⁰ 17.55 miles covered by New York and Dunkirk R. P. O.

²¹ In reserve.

²² Cars and clerks shown on route 6001.

²³ 26.20 miles covered by New York and Washington R. P. O.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
New York, N. Y., and Hackettstown, N. J.	2	62.79	New York, N. Y., Hackettstown, N. J. (Del., Lack. and West., M. and E. Div.).	7013	(¹)	Pounds.	(¹)
New York, N. Y., and Philadelphia, Pa. ²	2	91.82	New York, N. Y., Philadelphia, Pa. (N. Y. Div. Penn.).	7004	(³)	.....	(³)
<i>New York, N. Y., and Pittsburgh, Pa.</i>	2	443.20	New York, N. Y., Philadelphia, Pa. (Penn. R. R.).	7004	(³)	.....	(³)
			Philadelphia, Pittsburgh, Pa. (Penn. R. R.).	8001	353.00	70,219	\$351,616 24
New York, N. Y., and Point Pleasant, N. J. ¹³	2	60.64	New York, N. Y., Elizabethport, N. J. (Central of N. J.).	7001	(¹⁴)	.....	(¹⁴)
			Elizabethport, Point Pleasant, N. J. (L. B. Div., Central of N. J.).	7003	50.00	1,786	5,942 50
New York, N. Y., Somerville, N. J., and Easton, Pa. ¹⁷	2	75.09	New York, N. Y., Easton, Pa. (Cent. of N. J.).	7001	74.00	2,611	10,123 20
<i>New York, N. Y., and Washington, D. C.</i>	2	227.90	New York, N. Y., Philadelphia, Pa. (N. Y. Div. Penna.).	7004	89.54	118,350	123,715 62
			Philadelphia, Pa., Baltimore, Md. (Phila., Wil. and Balto.).	10001	96.00	41,114	53,134 56
			Baltimore, Md., Washington, D. C. (Balto. and Pot.).	10013	45.20	41,046	25,119 90
Nineveh, N. Y., and Carbondale, Pa. ²²	2	57.38	Nineveh, N. Y., Jefferson Junction, Pa. (Penn. Div., Del. and Hud. Canal Co.).	6031	21.70	237	964 78
			Jefferson Junction, Carbondale, Pa. (Jefferson Beh. N. Y., L. E. and West.).	8064 (part)	²³ 35.64	198	1,525 61
Norfolk and Columbus, Nebr.	6	50.64	Norfolk, Columbus, Nebr., (Om., Nio. and Bl'k Hills).	34012	50.74	233	2,225 90
Norfolk, Va., and Edenton, N. C.	3	75.25	Norfolk, Va., Edenton, N. C.	11026	74.05	504	36,374 98
Norfolk and Lynchburgh, Va.	3	205.21	Norfolk, Petersburg, Va. (N. and W.).	11011	82.14	1,413	8,427 56
			Petersburgh, Lynchburgh, Va. (N. and W.).	11012	123.79	367	6,668 56

¹ 60.20 miles covered by New York, Dover and Easton R. P. O. (long run).² Part of New York and Pittsburgh R. P. O.³ 89.54 miles covered by New York and Washington R. P. O.⁴ Service performed in New York and Washington R. P. O. car on train 15.⁵ Relieves clerk on 99 and 34 every third week.⁶ 1 reserve car.⁷ The total equipment of this line is as follows: 16 cars 60 ft. by 8.7, 3 cars 40 ft. by 8.7, and 1 car 15 ft. by 8.7; 8 cars 60 ft. by 8.7 and 2 cars 40 ft. by 8.7 are held in reserve. The figures in the body of the report show the

number of cars on each train. 3.40 ft. and 1.40 ft. cars deadhead east.

⁸ 1 chief clerk at Harrisburg, Pa.; 1 clerk detailed to office General Superintendent, Washington, D. C.; 2 clerks in chief clerk's office; 2 clerks in division superintendent's office; 1 clerk in dormitory at Harrisburg; 1 helper on 7 (3d section), 4, and 8; 6 clerks detailed to transfer duty at Philadelphia, Pa.; 3 clerks detailed to transfer duty at Harrisburg, Pa.; 3 clerks detailed to transfer duty at Pittsburgh, Pa.⁹ Train 27 becomes train 13 west of Philadelphia.¹⁰ Shown on route 7004.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft. In.	Ft. In.			
.....	.....	17	23	22	21	6	39,307	1	12 0	8 10	1	1	1
.....	.....	15	27	14	39	6	57,572	41	15 3	8 7½	52	1	3
.....	.....	99	28	34	36	6	57,571	62	15 3	8 7½	1	1	
29,100 50	.....	27	39			} 7	65,587	{ 72	60 0	8 7	6	7	8132
				8	35				60 0	8 7			
		7	32	10	37	7	65,587	1	60 0	8 7	6	4	
		7, 3d sec.	36			} 6½	60,839	{ 2	60 0	8 7	} 6	7	
				4	31				40 0	8 7			
97,075 00	July 1, 1881	13	26	8	33	7	258,835	{ (10)					
		7	32	10	31	7	258,835						
		7, 3d sec.	34	4	31	6½	240,095						
		113	23			3	34,438	1	15 0	8 7	2	1	
				1216	25	3	42,058	1	6 0	8 7	2	1	
.....	.....	302	21	315	21	6	6,806	1	14 0	7 0	1	1	154
.....	.....	306	20	319	23	6	6,806	1	14 0	7 0	1	1	
.....	.....	318	22	307	23	6	6,806	1	12 7	7 0	1	1	
.....	July 1, 1881	302	25	315	26	6	31,155						
.....		306	24	319	26	6	31,155	(16)			(16)		
.....		319	26	307	27	6	31,155						
.....	July 1, 1881	2	29	11	24	6	47,007	1	15 0	7 0	182	1	3
		14	26	17	26	6	47,007	1	15 0	7 0	1	1	
8,954 00	July 1, 1881	27	39	62	33	6½	60,852	2	60 0		4	3	1963
		15	28	40	32	6½	60,852	2	60 0		4	2	
		23	28	58	29	7	65,587	2	60 0		4	5	
9,600 00	July 1, 1881	27	39	62	39	6½	65,000	201	60 0				
		15	25	40	31	6½	65,000	(21)			(21)		
		23	25	58	28	7	70,052						
4,520 00	July 1, 1881	27	41	62	33	6½	28,892	(21)			(21)		
		15	33	40	31	6½	28,892	(21)			(21)		
		23	28	58	29	7	31,183						
.....	July 1, 1881	2	29	1	28	6	13,577	1	9 0	6 6	1	1	1
.....	July 1, 1881	2	21	1	21	6	22,343	(24)			(24)		
.....	July 1, 1881	42	15	41	14	6	31,700	1	13 0	9 0	1	1	1
.....	Dec. 20, 1881	1	18.34	2	21.66	6	47,106	2	11 11	6 7	2	1	2
.....	July 1, 1881	3	27.64	4	28.70	7	59,780	2	18 10	8 8	4	1	4
.....	July 1, 1881	3	27.52	4	25.97	7	90,013	1	20 0	8 8			

¹¹ Altoona to Pittsburgh, returning as helpers on N. Y. and Pitts. R. P. O. train.¹² Altoona to Harrisburg, returning as helpers on N. Y. and Pitts. R. P. O. train.¹³ Triple daily service, Sunday excepted.¹⁴ 10.50 miles covered by New York, Somerville and Easton R. P. O.¹⁵ 1 helper, New York to Point Pleasant and return on trains 302 and 307.¹⁶ Cars and clerks shown on route 7001.¹⁷ Double daily service, Sunday excepted.¹⁸ Relieve clerk on trains 14 and 17 every third week.¹⁹ 2 helpers, New York to Philadelphia (fast mail); 2 helpers, New York to Havre de Grace (day

line); 1 chief clerk at New York, N. Y.; 1 chief clerk (chief examiner) at New York, N. Y.; 1 clerk in charge of dispatch of early newspapers, New York, N. Y.; 5 clerks office supt., New York, N. Y.; 4 clerks office Gen. Supt., Washington, D. C.; 7 clerks transfer duty Jersey City, N. J.

²⁰ Reserve car.²¹ Cars and clerks shown on route 7004.²² Clerk records arrival and departure at Nineveh by slips.²³ Balance of route (3.50 miles) covered by closed-pouch service. (See Table Cc.)²⁴ Car and clerk shown on route 6031.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Norfolk, Va., and Raleigh, N. C.	3	179.00	Portsmouth, Va., Weldon, N. C. (Seaboard and Roanoke).	11015	79.31	598	\$5,357 39
			Raleigh, Weldon, N. C. (Raleigh and Gaston).	13001	97.63	701	7,095 74
Norfolk, Newport News, and Richmond, Va. ²	3	91.32	Norfolk, Richmond, Va. (C. & O.).	11005 ^{2a} (part)	75.50	1,251	8,004 51
<i>North Adams and Pittsfield, Mass.</i>	1	21.43	North Adams, Pittsfield, Mass. (Bos. and Albany).	3029	21.18	388	1,177 18
North Anson and Lewiston, Me. ⁶	1	67.85	North Anson, Oakland, Me. (Somerset).	18	25.77	321	1,432 29
			Oakland, Lewiston, Me. (M. Cen.).	5 ⁴ (part)	(⁵)	.....	(⁵)
North Conway and Portsmouth, N. H.	1	82.09	North Conway, Conway Junction (n. o.), N. H. (Eastern).	1014	71.09	959	5,896 20
			Conway Junction (n. o.), Portsmouth, N. H. (Eastern).	3001 ⁸ (part)	(⁹)	.....	(⁹)
North Creek and Saratoga, N. Y. ¹⁰	2	58.25	North Creek, Saratoga Springs, N. Y. (Adirondack).	6095	57.96	714	4,212 53
North Judson, Ind., and Streator, Ill. ¹¹	6	110.20	North Judson, Ind., Streator, Ill. (Ind., Ill., and Iowa).	23082	110.50	459	6,708 45
North Loup and Grand Island, Nebr.	6	50.03	North Loup, Grand Island, Nebr. (Om. and Rep. Vall.).	34015	50.09	288	2,441 38
Northville and Fonda, N. Y. ¹³	2	26.79	Northville, Fonda, N. Y. (Fonda, John. and G.).	6081	26.92	693	1,933 39
Norwood and Rome, N. Y.	2	146.92	Norwood, De Kalb Junction, N. Y. (Rome, Wat. and Ogd.).	6110	24.61	1,861	1,346 65
			De Kalb Junction, Rome, N. Y. (Rome, Wat. and Ogd.).	6036 ¹⁸ (part)	122.11	1,861	14,930 39
Nyack and New York, N. Y. ²⁰	2	30.35	Nyack, New York, N. Y. (North'n. of N. J.).	7017	28.45	454	1,727 19
Ogdensburgh and Utica, N. Y.	2	134.78	Ogdensburgh, Carthage, N. Y. (Utica and Bl'k River).	6088	60.77	1,194	5,663 76
			Carthage, Utica, N. Y. (Utica and Bl'k River).	6087	(²⁴)	.....	(²⁴)
Ogden and Salt Lake, Utah	8	38.73	Ogden, Salt Lake, Utah. (Utah Central).	41001 ²⁶ (part)	37.50	861	2,982 00
<i>Ogden, Utah, and San Francisco, Cal.</i>	8	834.65	Ogden, Utah, San Francisco, Cal. (Central Pacific).	41006	834.03	29,665	264,562 65
Oil City, Pa., and Ashtabula, Ohio. ²⁸	9	88.10	Oil City, Pa., Ashtabula, Ohio (L. S. and M. S.).	8045	87.56	446	5,240 46
Omaha, Nebr., and Atchison, Kans.	7	166.33	Omaha, Nebr., Atchison, Kans. (Mo. Pac.).	33040	165.33	534	10,743 14

In reserve.

12 miles of this service (Norfolk to Newport News) performed by steamboat.

^{2a} See Richmond and Clifton Forge R. P. O. and Clifton Forge and Huntington R. P. O.³ 1 clerk detailed as transfer clerk, Brunswick, Me.⁴ Balance of route covered by Skowhegan and Portland R. P. O., 60.41 miles.⁵ Covered by Skowhegan and Portland R. P. O., 42.15 miles.⁶ Shown in column No. 13, Skowhegan and Portland R. P. O.; this clerk runs from Oakland

to Lewiston as assistant to Skowhegan and Portland R. P. O. clerk.

⁷ The cars used by this R. P. O. are also used by the Bangor and Boston R. P. O. (short run).⁸ Balance of route covered by Bangor and Boston R. P. O., 98.58 miles.⁹ Covered by Bangor and Boston R. P. O., 10.50 miles.¹⁰ Clerk records arrival and departure at North Creek by slips.¹¹ This line was reported last year as Momence and Dwight, Ill., R. P. O.; increased distance run this year, 66.76 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	July 1, 1881	2	Miles. 16.77	1	Miles. 29.66	6	50,994	2 1	Ft. In. 12 3 11 8	Ft. In. 8 6 8 8	3	1	3
	July 1, 1880	.....	.....	.....	.....	.....	61,060	11	10 0	9 2			
	July 1, 1881	1	31.91	6	32.78	6	57,166	1	21 8	8 9	1	1	1
\$211 80	July 1, 1881	1	25.12	6	25.12	6	13,415	1	9 6	6 0	1	1	1
		9	25.12	12	25.12	6	13,415						
	July 1, 1881	2	14.28	1	18.28	6	15,963	1	17 0	7 0	1	1	32
	.....	12	(6)	13	(6)	6	26,511						
	July 1, 1881	44	21.84	203	21.84	6	44,815	(7)	(7)	(7)	2	1	2
	.....	44	25.20	203	21.00	6	6,573						
	July 1, 1881	6	21	1	20	6	36,475	1	13 5	5 7	1	1	1
	Mar. 19, 1884	1	18	2	18	6	68,985	1	17 0	9 1	2	1	2
								121	7 0	6 6			
	Apr. 16, 1883	58	21	57	21	6	31,319	1	12 0	9 4	1	1	1
	July 1, 1881	1	20	2	20	6	16,771	1	9 7	7 0	1	1	1
		5	17	6	20	6	16,771	141	13 9	8 7			
	July 1, 1881	6	19	1	21	6	15,240	(15) 161 141	24 6 19 4	7 2 6 6	(15) 2	1	173
	July 1, 1881	6	22	1	22	6	76,733	(19)	.....	.....	(19)		
	July 1, 1881	130	20	133	18	6	19,000	1	9 0	7 0	1	1	1
		144	18	141	20	6	19,000	141	9 6	6 9			
	July 1, 1881	3	25	2	21	6	18,844	(21) 222	19 6	7 6	(21) 3	1	234
	.....	3	21	2	21	6	23,207	(25)	.....	.....	(25)		
	July 1, 1881	1	29.42	2	29.42	7	28,349	2	14 2	8 8	1	1	1
		3	29.42	4	29.42	7	28,349						
41,701 50	July 1, 1881	2	23.29	1	22.22	7	610,963	227	55 13	9 53	10	2	2731
	July 1, 1881	1	22.69	2	19.69	6	55,150	2	12 0	6 0	2	1	2
	July 1, 1883	3	22	4	21	6	104,123	2	20 6	7 5	3	1	3

¹² Reserve.¹³ Double daily service, except Sunday.¹⁴ Reserve car.¹⁵ Car and clerk shown on trains 1 and 2.¹⁶ Part baggage-car.¹⁷ 1 clerk helper between Rome and Watertown.¹⁸ Balance of route (19.88 miles) covered by closed-pouch service. (See Table C.)¹⁹ Cars and clerks shown on route 6110.²⁰ Double daily service, Sunday excepted, taking up and discontinuing Spring Valley and New York R. P. O. April 28, 1884.²¹ Car and clerk shown on trains 130 and 133.²² 1 reserve car.²³ 1 helper. Utica to Castorland and return.²⁴ 74.34 miles covered by Watertown and Utica R. P. O. (short run).²⁵ Cars and clerks shown on route 6088.²⁶ Balance of route shown on Salt Lake and Juab.²⁷ 1 chief clerk; 6 clerks detailed to office of superintendent; 3 helpers; 1 transfer clerk.²⁸ In connection with Ashtabula and Youngstown R. P. O. gives double service between Andover and Ashtabula, Ohio (24.50 miles), daily, except Sunday.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
<i>Omaha, Nebr., and Denver, Colo.</i>	6	570.18	Union Pacific Transfer, Iowa, Denver Junction, Colo. (Union Pac.).	34001 (part)	(1)	.....	(1)
			Denver Junction (n. o.), La Salle (n. o.), Colo. (Union Pac.).	38017	151.16	1,983	\$19,257 78
			La Salle (n. o.), Denver, Colo. (Union Pac.).	38007 (part)	(4)	.....	(4)
<i>Omaha and McCook, Nebr.</i> ⁵	6	325.10	Omaha, Oreopolis Junction Nebr. (Bur. and Mo. Riv. in Nebr.).	34004	16.60	2,617	2,270 88
			Oreopolis Junction, Hastings, Nebr. (Bur. and Mo. Riv. in Nebr.).	34002 ⁷ (part)	147.50	3,964	22,942 47
			Hastings, McCook, Nebr. (Bur. and Mo. Riv. in Nebr.).	34009 ⁹ (part)	160.48	495	10,153 57
<i>Omaha, Nebr., and Ogden, Utah.</i>	6	1,035.30	Union Pacific Transfer, Iowa, Ogden City, Utah (Union Pac.).	34001	1,034.08	29,665	449,142 30
<i>Omaha and Stromsburgh, Nebr.</i>	6	126.59	Omaha, Valley, Nebr. (Union Pac.).	34001 (part)	(13)	... ..	(13)
			Valley, Stromsburgh, Nebr. (Union Pac.).	34008	90.86	341	5,437 97
<i>Oneida and New York, N. Y.</i> ¹⁴	2	275.40	Oneida, Cornwall's Station, N. Y. (New York, Ont. and W.).	6048 (part)	¹⁵ 216.32	466	11,821 37
			Cornwall's Station, New York, N. Y. (N. Y., West Sh. and Buff.).	6129	(17)	.....	(17)
<i>Ore Hill and Fayetteville, N. C.</i>	3	46.96	Gulf, Fayetteville, N. C. (C., F. and Y. V.).	13011 (part)	¹⁹ 46.96	161	1,925 03
<i>Oshkosh and Milwaukee, Wis.</i>	6	104.90	Oshkosh, Ripon, Wis. (Chi., Mil. and St. Paul).	25008	20.99	513	1,346 08
			Ripon, Milwaukee, Wis. (Chi., Mil. and St. Paul).	2500 ²¹ (part)	84.40	1,425	8,732 02
<i>Oswego and Binghamton, N. Y.</i> ²²	2	115.30	Oswego, Syracuse, N. Y. (O. and S. Div., Del., Lack. and West.).	6064	35.60	1,233	3,378 79
			Syracuse, Binghamton, N. Y. (Syr., Bing. and N. Y.).	6065	80.31	959	6,660 91
<i>Oswego and Oneida, N. Y.</i> ²⁵	2	53.33	Oswego, Oneida, N. Y. (N. Y., Ont. and West.).	6048 ²⁶ (part)	57.40	466	3,533 54
<i>Oswego and Suspension Bridge, N. Y.</i>	2	151.20	Oswego, Lewiston, N. Y. (Rome, Wat. and Ogd., West. Div.).	6038	(²⁷)	.....	(²⁷)
			Lewiston, Suspension Bridge, N. Y. (N. Y. C. and H. R., West. Div.).	6016 ²⁹ (part)	4.75	1,159	434 58
<i>Owensboro' and Russellville, Ky.</i> ³¹	5	73.12	Owensboro', Adairsville, Ky. (Owens. and Nash.).	20014 ³² (part)	76.99	472	4,300 65
<i>Paducah, Ky., and Memphis, Tenn.</i> ³³	5	167.61	Paducah, Ky., Memphis, Tenn., (Ches., Ohio and S. West.).	20009	165.59	550	10,038 87

Distance (374.42 miles) covered by Omaha, Nebr., and Ogden City, Utah. R. P. O.

² Two cars in reserve.

Four helpers between Omaha, Nebr., and Denver Junction, Colo., 374 miles.

⁴ Distance (46.20 miles) covered by Cheyenne, Wyo., and Denver, Colo., R. P. O.

⁵ This line was reported last year as Omaha and Hastings, Nebr., R. P. O., and Hastings and Culbertson, Nebr., R. P. O. These consolidated and curtailed to end at McCook, Nebr., from present line.

One car in reserve.

Balance of route covered by Hastings and Kearney, Nebr., R. P. O. (39 miles), and between Plattsmouth and Oreopolis Junction, Nebr. 4.61 miles), by closed pouches. See Table C^c.

⁸ Reserve.

⁹ Balance of route (255.40 miles) covered by McCook, Nebr., and Denver, Colo., R. P. O.

¹⁰ Omaha to Cheyenne.

¹¹ Two helpers between Omaha and Kearney, 195 miles. These helpers run west on Omaha, Nebr., and Denver, Colo., R. P. O., and east on this line. One clerk detailed as chief clerk, Railway Mail Service, at Omaha, Nebr.; one clerk detailed to transfer duty at Omaha, Nebr.

¹² Omaha to Ogden.

¹³ Distance (35.40 miles) covered by Omaha, Nebr., and Ogden, Utah, R. P. O.

¹⁴ Formerly Oswego and Norwich R. P. O. and Norwich and Middletown R. P. O. By extension to Cornwall's Station, increase 24.79 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft. In.	Ft. In.			
\$9,360 50	.....	5	25	4	24	7	417,372	²⁵ ₁	50 9 60 0	9 3 9 0	6	1	³ 10
3,779 00	Jan. 2, 1882	3	31	4	31	7							
1,155 00	.....	3	31	4	31	7							
415 00	Apr. 1, 1884	1	20	2	20	7	237,973	⁶³ ₈₂	39 2 35 8	9 0 9 0	4	2	8
3,687 50	Apr. 1, 1884	1	19	2	24	7							
4,012 00	July 1, 1882	1	27	2	28	7							
51,704 00	July 1, 1882	1	23	2	22	7	757,840	6	60 0	9 0	¹⁰ 6 ¹² 9	3	¹¹ 31
.....	.....	15	21	16	22	6	79,245	2	12 0	6 6	2	1	2
.....	Aug. 16, 1881	15	15	16	15	6							
.....	July 1, 1881	2	24	1	24	6							
.....	.....	2	27	1	26	6	135,737	² _{16 2}	12 6	7 3	4	1	4
.....	.....	2	27	1	26	6	36,664	(¹⁸)	.....	.....	(¹⁸)		
.....	July 1, 1880	2	10.69	1	10.54	6	29,397	1	10 10	5 10	1	1	1
.....	July 1, 1883	2	21	1	21	6	13,140	1	11 10	5 10	1	1	²⁰ 2
.....	July 1, 1883	2	24	1	25	6	52,527	⁸¹	23 0	9 3			
.....	July 1, 1881	4	28	1	28	6	22,160	2	15 7	7 4	3	1	
.....	.....	6	30	5	30	6	22,160	²³ 1	18 0	6 0			
.....	July 1, 1881	4	34	1	26	6	50,018						
.....	.....	6	24	5	23	6	50,018	(²⁴)	.....	.....	(²⁴)		
.....	July 1, 1881	6	27	5	25	6	36,525	1	12 6	7 6	1	1	1
.....	.....							²³ 1	13 2	7 4			
.....	.....	104	24	117	24	6	91,745	1	9 0	7 0	1	(²⁸)	
.....	July 1, 1881	104	24	117	22	6	2,907	(³⁰)	.....	.....	(²⁸)		
.....	Jan. 1, 1884	1	17.80	2	18.39	7	41,232	1	8 0	7 8	2	1	2
.....	Oct. 1, 1882	7	19.83	8	20.19	7	122,690	(³⁴)	(³⁴)	.....	3	1	3

¹⁵ Balance of route, 57.40 miles, covered by Oswego and Oneida R. P. O.¹⁶ Reserve cars.¹⁷ 58.41 miles covered by Albany, Kingston and New York R. P. O.¹⁸ Cars and clerks shown on route 6048.¹⁹ See Table C^c. Gulf to Greensborough, N. C.²⁰ One clerk detailed to Chicago, Ill., and Portage, Wis., R. P. O.²¹ Balance of route, Ripon to Berlin, Wis. (13.08 miles), covered by closed pouches. See Table C^c.²² Double service six times per week.²³ Reserve car.²⁴ Cars and clerks shown on route 6064.²⁵ Formerly part of Oswego and Norwich R. P. O. (Discontinued.)²⁶ 216.32 miles covered by Oneida and New York R. P. O.²⁷ 146.32 miles covered by Richland and Niagara Falls R. P. O. (long run).²⁸ Clerk shown in Richland and Niagara Falls R. P. O.²⁹ Balance of route covered by Suspension Bridge and Buffalo R. P. O., 24.25 miles.³⁰ Car shown on route 6038.³¹ Formerly Owensboro' and Ricedale R. P. O.; extended January 1, 1884, to Russellville; increased distance, 33.40 miles.³² Closed pouches between Russellville and Adairsville.³³ See Louisville and Paducah R. P. O. for remainder of this route.³⁴ See Louisville and Paducah R. P. O.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Painesville and Youngstown, Ohio.	5	62.11	Painesville, Youngstown, O. (Paines. and Youngs.).	21046	61.69	186	\$2,637 24
Palestine and Laredo, Tex. ¹	7	418.25	Palestine, Laredo, Tex. (I. and G. N.).	31007	414.54	2,143	53,873 61
Palestine and San Antonio, Tex. ³	7	-----	-----	-----	-----	-----	-----
Palmer, Mass., and New London, Conn.	1	65.30	Palmer, Mass., New London, Conn. (New Lon. North'n).	5009	65.47	791	4,982 26
Parkersburg, W. Va., and Cincinnati, Ohio.	5	196.05	Parkersburg, W. Va., Cincinnati, Ohio (C., W. & B.).	21028	(⁵)	-----	(⁵)
Penn Haven and Mount Carmel, Pa.	2	47.25	Penn Haven Junction, Mount Carmel, Pa. (Mahanoy Div. Lehigh Val.).	8011 ⁷ (part)	47.25	225	2,100 74
Pentwater and Muskegon, Mich.	9	44.99	Pentwater, Muskegon, Mich. (Chi. and West Mich.).	24021 ¹⁰ (part)	44.99	1,264	4,346 94
Peoria, Ill., and Evansville, Ind.	6	250.10	Peoria, Ill., Evansville, Ind. (Peo., Dec. and Evans.).	23024	250.93	383	13,946 68
Peoria and Galesburgh, Ill.	6	52.80	Peoria, Galesburgh, Ill. (Chi., Burl. and Q'cy).	23009	53.23	1,222	5,052 05
Peoria and Jacksonville, Ill.	6	84.50	Peoria, Jacksonville, Ill. (Wab., St. L. and Pac.).	23038	84.52	682	6,070 22
Peoria and Keithsburg, Ill.	6	92.70	Peoria, Keithsburg, Ill. (Central Iowa).	23068	92.05	275	2,391 12
Peterboro', N. H., and Worcester, Mass.	1	53.80	Peterboro', N. H., Winchendon, Mass. (Cheshire).	3058	16.62	256	767 34
			Winchendon, Worcester, Mass. (Bos., Barre and Gard.).	3057	37.92	856	2,982 78
Phalanx Station and Alliance, Ohio.	5	25.17	Phalanx Station, Alliance, Ohio (Cleve., Youngs. and Pitts.).	21067	25.17	106	1,076 01
Philadelphia, Pa., and Atlantic City, N. J. ¹⁴	2	60.76	Philadelphia, Pa., Atlantic City, N. J. (Camden and Atlantic).	7015	59.51	814	4,579 29
Philadelphia, Pa., and Baltimore, Md.	2	98.04	Philadelphia, Pa., Baltimore, Md. (Phil., Wil. & Balto.).	10001	(¹⁵)	-----	(¹⁵)
Philadelphia, Pa., and Bridgeton, N. J. ¹⁷	2	39.60	Philadelphia, Pa., Glassborough, N. J. (West Jersey).	7041	(¹⁸)	-----	(¹⁸)
			Glassborough, Bridgeton, N. J. (West Jersey).	7051	21.03	753	1,564 42
Philadelphia, Pa., and Cape May, N. J. ¹⁴	2	83.60	Philadelphia, Pa., Cape May, N. J. (West Jersey).	7041	81.15	845	6,383 25
Philadelphia, Pa., and Crisfield, Md.	2	162.75	Philadelphia, Pa., Wilmington, Del. (Phil., Wil. and Balto.).	10001	(²⁰)	-----	(²⁰)
			Wilmington, Delmar, Del. (Phil., Wil. and Balto., Del. Div.).	9501	97.02	2,050	12,442 81
			Delmar, Del., Crisfield, Md. (N. Y., Phila. and Norfolk).	9502	38.00	949	3,151 72

¹ This line is divided at San Antonio, Tex., into Palestine and San Antonio R. P. O., 262.72 miles, and San Antonio and Laredo R. P. O., 155.53 miles. Trains 502 and 503 run between Palestine and San Antonio and 501 and 504 between San Antonio and Laredo, Tex.

² Held in reserve.

³ See Palestine and Laredo R. P. O.

⁴ Reserve car.

⁵ Covered Grafton and Cincinnati R. P. O.

⁶ See Grafton and Cincinnati R. P. O.

⁷ Balance of route, 5.58 miles, covered by closed-pouch service. See Table C^c.

⁸ Clerk records arrival and departure at Hudsonville by slips.

⁹ Reserve cars.

¹⁰ Balance of route, 127.69 miles, covered by Big Rapids and Holland, and Grand Rapids and La Crosse R. P. O's.

¹¹ One clerk detailed to Chicago and Quincy, Ill. R. P. O.

¹² Reserve.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1880	2	Miles. 17.74	3	Miles. 19.11	6	38,880	1	Ft. In. 12 0	Ft. In. 6 2	1	1	1
.....	July 1, 1882	503 501	20 17½	502 504	20 17	} 7	{ 192,411 113,848	2 2 21	22 2 22 2 21 0	9 2 9 2 9 6	4 3	1 1	7
.....	July 1, 1881	14	24.52	9	25.15	6	40,877	1 41	10 8 11 4	6 5 6 7	1	1	1
.....	.....	10	20.60	1	20.15	6	122,727	3	16 0	9 3	4	1	(6)
.....	July 1, 1881	2	22	3	21	6	25,579	1 91 91	18 5 24 6 12 0	8 3 8 2 5 2	1	1	81
.....	Apr. 4, 1883	14	15.80	19	20.30	6	28,163	1	13 0	8 10	1	1	1
.....	July 1, 1883	2	22	1	22	6	156,562	3	19 7	9 1	4	1	4
.....	July 1, 1883	124	26	127	29	6	33,053	1	19 4	8 11	1	1	1
.....	July 1, 1883	301	22	302	20	6	52,897	1	13 6	9 5½	1	1	112
.....	July 1, 1883	1	20	2	19	6	58,030	1 121	10 0 13 5	7 8 7 2	2	1	2
.....	July 1, 1881	33	13.33	3	12.79	6	10,404	1 131	15 0 8 3	6 6 6 10	1	1	1
.....	July 1, 1881	33	20.56	3	19.30	6	23,273	131 91 91	10 3 8 3 7 11	6 6 7 0 6 11			
.....	July 1, 1880	2	14.52	1	15.13	6	15,756	1	6 5	5 9	1	1	1
.....	July 1, 1881	25 45	25 27	42 30	25 26	6 6	38,036 38,035	1 1	19 0 13 6	6 8 8 6	1 1	1 1	2
.....	.....	27	40	24	27	6	61,373	2 41	20 0 20 0	8 0 8 0	2	1	162
.....	.....	61	19	66	21	6	11,560	1	14 9	8 0	1	1	2
.....	.....	63	25	64	27	6	11,560	1	14 9	8 0	1	1	
.....	July 1, 1881	61	24	66	24	6	13,230						
.....	.....	63	26	64	31	6	13,230	(19)			(19)		
.....	July 1, 1881	5	34	20	33	6	52,334	1	14 9	8 0	1	1	2
.....	.....	11	28	8	29	6	52,334	1 91 92 91 91 91 91	14 9 14 9 9 6 11 0 10 9 8 0	8 0 8 0 6 2 8 4 6 2 6 2	1 1	1	
.....	.....	1	25	12	27	6	17,225	2 92	20 0 20 0	8 0 8 0	3	1	215
.....	July 1, 1881	1	26	12	26	6	60,870	(22)			(22)		
.....	July 1, 1881	1	14	12	18	6	23,787	(22)			(22)		

³ These cars are also used by the Winchendon and Worcester R. P. O. See foot notes that line.¹⁴ Double daily service, Sundays excepted.¹⁵ 96 miles covered by New York and Washington R. P. O.¹⁶ Clerk runs south in New York and Washington R. P. O. Train 27.¹⁷ Double daily service, Sundays excepted.¹⁸ 17.04 miles covered by Philadelphia and Cape May R. P. O.¹⁹ Cars and clerk shown on route 7041.²⁰ 26.83 miles covered by New York and Washington R. P. O.²¹ 1 helper, Philadelphia to Clayton and return to Wilmington; 1 clerk on Philadelphia and Dover R. P. O. (short run).²² Cars and clerks shown on route 10001.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Philadelphia, Pa., and Dover, Del. ¹	2	75.22	Philadelphia, Pa., Wilmington, Del. (Phil., Wil. and Balto.).	10001	(2)	.....	(2)
			Wilmington, Dover, Del. (Phil., Wil. and Balto., Del. Div.).	9501	(4)	.....	(4)
Philadelphia and Harrisburgh, Pa. ⁶	2	106.55	Philadelphia, Harrisburgh, Pa. (Penna.).	8001	(7)	.....	(7)
Philadelphia, Pa., and Port Deposit, Md. ¹⁸	2	68.80	Philadelphia, Wawa, Pa. (Cent. Div. P., W. and B.).	8003	(11)	.....	(11)
			Wawa, Pa., Port Deposit, Md. (Cent. Div. P., W. and B.).	8008 (part)	¹² 52.17	1,003	\$4,460 53
Philadelphia and Westchester, Pa. ¹⁴	2	28.50	Philadelphia, West Chester, Pa. (Cent. Div. P., W. and B.).	8003	26.68	1,737	3,102 35
Pierce City, Mo., and Fort Smith, Ark.	7	139.88	Pierce City, Mo., Fort Smith, Ark. (St. L. and S. F.).	28039	139.88	903	11,362 45
Pierce City, Mo., and Vinita, Ind. Ter.	7	73.66	Pierce City, Mo., Vinita, Ind. T. (St. L. and S. F.).	28003 (part)	¹⁶ 73.61	4,236	9,415 46
Pine Bluff and Texarkana, Ark. ¹⁷	7	.....	.....	.....	.....	.....	.....
Pittsburgh, Pa., and Bellaire, Ohio.	5	94.68	Pittsburgh, Pa., Bellaire, Ohio (Penna. Co.).	21003	94.68	1,658	10,685 58
<i>Pittsburgh, Pa., and Chicago, Ill.</i> ¹⁹	5	469.54	Pittsburgh, Pa., Chicago, Ill. (P., F. W. and C.).	21002	468.20	16,420	166,932 02
<i>Pittsburgh, Pa., and Cincinnati, Ohio.</i> ²⁰	5	313.78	Pittsburgh, Pa., Columbus, Ohio (P., C. and St. L.).	21032	(21)	.....	(21)
			Columbus, Cincinnati, Ohio (P., C. and St. L.).	21014	120.16	14,608	35,855 74
Pittsburgh, Pa., and Crestline, Ohio.	5	188.92	Pittsburgh, Pa., Crestline, Ohio (P., F. W. and C.).	21002 (part)	(24)	.....	(24)
Pittsburgh and Fairchance, Pa.	2	75.84	Southwest Junction, Pittsburgh, Pa., (Penna.).	8001	(26)	.....	(26)
			Southwest Junction, Fairchance, Pa., (S. W. P. Div. Penna.).	8104	44.12	517	2,829 41
<i>Pittsburgh and Saint Louis.</i> (This line is divided at Indianapolis, Ind.) East Division.	5	381.00	Pittsburgh, Pa., Columbus, Ohio (P., C. and St. L.).	21032	193.86	43,985	123,649 73
			Columbus, Ohio, Indianapolis, Ind. (P., C. and St. L.).	21015	189.07	30,837	88,586 85

¹ Short run of the Philadelphia and Crisfield R. P. O.² 26.83 miles covered by New York and Washington R. P. O.³ See Philadelphia and Crisfield R. P. O.⁴ 47.37 miles covered by Philadelphia and Crisfield R. P. O.⁵ Cars and clerks shown on route 10001.⁶ This is part of New York and Pittsburgh R. P. O., but is stated separately for convenience of reference. Double daily service, except Sunday.⁷ 105.20 miles covered by New York and Pittsburgh R. P. O.⁸ 1 reserve car.⁹ 1 helper, Philadelphia to Harrisburgh and return daily, except Saturday and Sunday.¹⁰ Double daily service, except Sunday.¹¹ 18.13 miles covered by Philadelphia and Westchester R. P. O.¹² Balance of route 7.17 miles covered by closed pouch service. (See Table C^c.)¹³ Clerks shown on route 8003.¹⁴ Double daily service, except Sunday.¹⁵ Car and clerk shown on trains 6 and 43.¹⁶ 287.26 miles of route 28003, between Saint Louis and Pierce City, Mo., covered by Saint Louis and Halstead R. P. O.¹⁷ See Cairo and Texarkana R. P. O.¹⁸ 4 clerks running in mail apartment cars between Pittsburgh and Crestline; 6 clerks running in mail apartment cars between Crestline and Chicago, 2 of whom act as helpers between Crestline and Fort Wayne; 1 clerk detailed to duty as chief clerk at Crestline; 1 clerk detailed as chief clerk at Chicago; 1 clerk detailed as transfer clerk at Crestline; 1 clerk detailed as transfer clerk at Fort Wayne; 1 clerk detailed as transfer clerk at Mansfield.¹⁹ This line is in two divisions, divided at Crestline. Clerks record arrival and departure at depot at Crestline, but go to the post-office for registered mail; distance, 0.12 mile.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
		39	Miles. 27	24	Miles. 25	6	17,258	1	Ft. In. 10 0	Ft. In. 6 5	1	(3)	
		39	24	24	24	6	29,830	(5)			(5)		
		77	35	14	31	6	66,700	82	15 10	9 5	2	1	95
		71	45	70	31	6	66,700	1	15 10	9 5	2	1	
		8	20	37	25	6	11,800	1	6 9	6 0	2	1	2
		30	27	23	26	6	11,800						
	July 1, 1881	8	22	37	20	6	31,269	1	8 10	6 6	(13)		
		30	21	23	18	6	31,268						
	July 1, 1881	6	20	43	21	6	17,841	1	10 0	6 4	1	1	1
		28	18	17	21	6	17,841	(15)			(15)		
	July 1, 1883	17	17	18	17	7	102,291	1	20 0½	7 0	2	1	2
								1	21 0½	7 0			
	July 1, 1883	3	24½	4	24½	7	53,919	1	22 0½	7 0½	1	1	1
	July 1, 1880	35	24.36	42	23.35	6	59,269	1	19 10	8 7	2	1	2
\$13,592 00	July 1, 1880	11	26.66	4	23.77	7	343,703		50 0	8 4	8	3	1839
19,386 00		5	27.07	4	25.91	7	141,905	224	60 0	8 4	8	5	2344
		7	25.24	2	28.05	7	141,905						
12,016 00	July 1, 1880	5	29.45	4	30.00	7	87,957						
		7	29.45	2	30.73	7	87,957						
		7	20.99	12	22.22	6	118,264	3	20 0	9 0	4	1	(25)
		42	29	47	25	6	19,770	1	14 10	8 6	1	1	1
	July 1, 1881	42	19	47	19	6	27,707	(27)			(27)		
33,925 50	July 1, 1880	7	25.24	4	25.91	7	141,905	{ 282	60 0	8 4	5	6	29113
								1	40 0	8 4			
33,087 25	July 1, 1880	1	28.72	2	28.05	7	141,905	1	60 0	8 4	5	304	
		7	25.61	4	24.84	7	138,399						
		1	30.00	2	28.21	7	138,399	(31)			(31)		

²⁰ The day line of this R. P. O. runs west between Pittsburgh and Columbus on same train as Pittsburgh and Saint Louis R. P. O., in separate car. The night line runs east on same train as Pittsburgh and Saint Louis R. P. O., in separate car.

²¹ Covered by Pittsburgh and Saint Louis R. P. O.
²² 2 are letter cars and 2 are newspaper cars, and they are all run through between New York and Cincinnati.

²³ 2 clerks run in mail apartment cars between Columbus and Cincinnati; 2 clerks detailed to duty in office of superintendent 5th division.

²⁴ Covered by Pittsburgh and Chicago R. P. O., 188.70 miles.

²⁵ Clerks record arrival and departure at depot Crestline, but go to post-office for registered mail. Appointed to Pittsburgh and Chicago R. P. O.

²⁶ 31.60 miles covered by New York and Pittsburgh R. P. O.

²⁷ Car and clerk shown on route 8001.

²⁸ The total equipment of this line is 10 cars 60 by 8.4 feet, and 5 cars 40 by 8.4 feet. The figures in the body of the report show the number of

cars upon each train. These cars all run through to New York.

²⁹ 2 porters between Pittsburgh, Pa., and Columbus, Ohio, on trains 1 and 2; 1 porter between Pittsburgh, Pa., and Dennison, Ohio, on trains 7 and 4; 2 porters between Newark and Columbus, Ohio, on trains 7 and 4; 2 porters between Cambridge City and Brazil, Ind., on trains 7 and 4; 1 clerk detailed as chief clerk at Pittsburgh, Pa.; 1 clerk detailed as chief clerk at Indianapolis, Ind.; 1 clerk detailed as assistant chief clerk at Indianapolis, Ind.; 2 clerks detailed as transfer clerks at Columbus, Ohio; 4 clerks detailed as transfer clerks at Indianapolis, Ind.; 1 clerk detailed as transfer clerk at Richmond, Ind.; 1 clerk detailed as transfer clerk at Terre Haute, Ind.; 4 clerks running in Indianapolis, Vandalia and Saint Louis R. P. O.; 1 clerk running in Indianapolis and Terre Haute R. P. O.

³⁰ Clerks in the Logansport and Columbus R. P. O., assist as helpers on this train between Columbus and Bradford, Ohio.

³¹ Cars and clerks shown on route 21032.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
<i>Pittsburgh and Saint Louis</i> —West Division.	...	243.49	Indianapolis, Terre Haute, Ind. (T. H. and Ind.).	22002	74.39	30,650	\$35,045 87
			Terre Haute, Ind., East St. Louis, Ill. (Ind., Van. and St. L.).	22044	166.69	30,637	74,110 37
Pittsburgh and Washington, Pa. ³	2	31.62	Pittsburgh, Mansfield Valley, Pa. (Pittsburgh Div. Pitts., Cin. and St. L.).	21022	(⁴)	.....	(⁴)
			Mansfield Valley, Washington, Pa. (Chartiers Div. Pitts., Cin. and St. L.).	8055	23.49	1,179	2,169 06
Pittsburgh and West Brownsville, Pa.	2	54.34	Pittsburgh, West Brownsville, Pa. (Monon. Div. Penna.).	8081	54.52	456	2,897 15
Pittsburgh, Pa., and Wheeling, W. Va.	2	70.66	Pittsburgh, Pa., Wheeling, W. Va. (Wheel. and Pitts. and Pitts. Divs., B. and O.).	8040 ⁶	71.09	308	3,586 49
Pittsfield, Mass., and Bridgeport, Conn.	1	110.49	Pittsfield, Mass., Bridgeport, Conn. (Housatonic R. R.).	5012	110.55	1,365	11,153 38
Pittsfield, N. H., and Lawrence, Mass.	1	56.55	Pittsfield, Hooksett, N. H. (Concord R. R.).	1004	20.35	291	991 85
			Hooksett, Manchester, N. H. (Concord R. R.).	1001 ¹⁰ (part)	(¹¹)	.....	(¹¹)
			Manchester, N. H., Lawrence, Mass. (Man. and Law. R. R.).	3063	(¹²)	.....	(¹²)
Plymouth and Concord, N. H.	1	51.40	Plymouth, Concord, N. H. (Bost., Con. and Mont. R. R.).	1005 ¹³ (part)	(¹⁴)	.....	(¹⁴)
Point Pleasant and Charleston, W. Va.	3	57.96	Point Pleasant, Charleston, W. Va. (Ohio Central).	12010	57.70	.....	No pay fixed.
Portage and Madison, Wis.	6	40.51	Portage, Madison, Wis. (Chi., Mil. and St. Paul).	25023	40.77	412	2,335 71
Port Austin and Pt. Huron, Mich. ¹⁷	9	88.04	Port Austin, Palm Station, Mich. (Pt. H. and No. Western).	24061	35.16	135	1,503 09
			Palm Station, Pt. Huron, Mich. (Pt. H. and No. Western).	24042 ¹⁷ (part)	52.42	646	3,675 16
Pt. Huron, Mich., and Chicago, Ill.	9	336.07	Pt. Huron, Mich., Chicago, Ill. (Chi. and G. T.).	24039	338.46	743	25,178 03
Pt. Huron and Detroit, Mich.	9	61.83	Pt. Huron, Detroit, Mich. (Gd. Trunk).	24028	58.65	4,149	9,277 25
Port Jefferson and Long Island City, N. Y. ²¹	2	58	Port Jefferson, Hicksville, N. Y. (Long Island).	6046	33.50	535	2,176 83
			Hicksville, Long Island City, N. Y. (Long Island).	6045	(²³)	.....	(²³)
Port Jervis and New York, N. Y.	2	89.07	Port Jervis, New York, N. Y. (N. Y., L. E. and West).	6001	(²⁴)	.....	(²⁴)
Portland and Ashland, Oreg	8	342.69	Portland, Ashland, Oreg. (Oreg. and Cal.).	44001	342.69	1,646	²⁷ 37,758 43
<i>Portland, Me., and Boston, Mass.</i>	1	116.70	Portland, Me., Boston, Mass. (Bos. and Maine).	3011	116.33	4,445	18,897 80

¹ Shown on route 21032, East Division.² One of these clerks runs east in Indianapolis, Vandalia and Saint Louis R. P. O., as helper.³ Double daily service except Sunday.⁴ 9.36 miles covered by Pittsburgh and Saint Louis R. P. O.⁵ Car and clerk shown on trains 19 and 26.⁶ Lap service from Glenwood to Pittsburgh.⁷ One of these cars is a reserve car.⁸ 1 clerk detailed as transfer clerk at Bridgeport, Conn.⁹ Two cars are also used on this line between Hooksett, N. H., and Lawrence, Mass. that

are used by Concord and Claremont R. P. O., changing every day, shown in column No. 17 that line.

¹⁰ Balance of route covered by Saint Albans and Boston R. P. O., 27.28 miles.¹¹ Covered by Saint Albans and Boston R. P. O., 9 miles.¹² Covered by Lancaster and Boston R. P. O., 27.06 miles.¹³ Balance of route covered by Lancaster and Boston R. P. O., 42.67 miles.¹⁴ Covered by Lancaster and Boston R. P. O., 51.34 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft. In.	Ft. In.			
\$13,018 25	July 1, 1880	7	29.40	4	30.86	7	54,454	(¹)	.....	.....	4	6	
29,170 75	Jan. 1, 1881	1	33.05	2	31.92	7	54,454	(¹)	.....	.....	4	24	
		7	26.84	4	26.00	7	122,017		.....	.....			
		1	31.27	2	27.78	7	122,017		.....	.....			
.....	.....	19	14	26	14	6	5,307	1	15 0	9 0	1	1	1
		23	12	22	14	6	5,307	(⁵)	.....	.....	(⁵)		
.....	May 1, 1884	19	21	26	21	6	14,487	(⁵)	.....	.....	(⁵)		
		23	21	22	19	6	14,487	(⁵)	.....	.....	(⁵)		
.....	July 1, 1884	2	18	7	18	6	34,018	1	15 0	8 8	1	1	1
.....	May 1, 1884	2	20	3	18	6	44,233	1	8 2	8 8	1	1	1
.....	July 1, 1881	10	28.69	13	28.08	6	69,167	74	14 7	6 0	4	1	85
		8	25.87	7	27.50	6	69,167						
.....	July 1, 1881	1	12.63	4	16.89	6	12,827	} 91	8 0	7 0	1	1	1
.....	.....	1	12	4	30	6	5,634						
.....	.....	1	21.66	4	18.79	6	16,939						
.....	.....	52	23.58	59	23.58	6	31,988	1	10 0	7 0	1	1	1
								72	10 0	6 10			
.....	.....		14.70	.....	14.70	6	36,282	151	6 8	6 1			
.....	.....							1	8 0	8 0	1	1	162
.....	July 1, 1883	46	20	45	22	6	25,359	1	13 3	7 7	1	1	1
.....	Apr. 4, 1883	3	22.69	2	21.75	6	22,010	} 181	16 6	7 6	} 1	1	1
.....	Apr. 4, 1883	3	22.69	2	21.75	6	33,102						
.....	Apr. 4, 1883	4	28.41	1	24.96	6	210,774	193	20 5	9 5	4	1	205
.....	Apr. 4, 1883	6	22.30	3	23.45	6	38,705	1	23 0	6 0	1	1	1
.....	July 1, 1881	18	23	15	21	6	20,333	1	15 5	7 0	} 1	1	1
		32	21	31	22	6	20,333	(¹⁵)1	12 4	5 8			
.....	.....	18	31	15	24	6	15,936	(²²)	.....	.....	(²²)		
.....	.....	32	35	31	30	.82	2,216						
.....	.....	16	29	15	27	6	55,758	1	16 6	6 10	1	(²⁵)	(²⁶)
.....	Mar. 15, 1884	1	15.37	2	15.61	6	214,523	3	20 5	8 10	6	1	6
3 635 31	July 1, 1881	70	25.66	75	25.20	6	73,054	1	25 4	9 0	2	282	10
		94	27.72	15	23.10	6	73,054	1	25 6	9 2	2	293	
								302	25 0	8 6			

¹⁵ Reserve car.¹⁶ One clerk runs on Kanawha River route.¹⁷ Balance of route (19.03 miles) Sand Beach to Palm Station, Mich., covered by closed-pouch service. (See Table C.)¹⁸ Held in reserve.¹⁹ One car held in reserve.²⁰ One clerk detailed to Toledo and Allegan R. P. O.²¹ Double daily service between Westbury and Port Jefferson. Clerk records arrival and departure at Port Jefferson by slips.²² Car and clerk shown on route 6046.²³ 25.50 miles covered by Greenport and New York R. P. O.²⁴ 87.39 miles covered by New York and Dunkirk R. P. O.²⁵ See New York and Dunkirk R. P. O.²⁶ The clerk relieved every third week by a Middletown and New York clerk.²⁷ Pay not fixed on 8.13 miles.²⁸ A. m. run from Portland, Me.²⁹ A. m. run from Boston, Mass.³⁰ Reserve cars.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Portland and Corvallis, Oreg	8	97.99	Portland, Corvallis, Oreg. (Oreg. and Cal.).	44002	97.85	360	\$5,271 17
Portland and Fryeburg, Me.	1	50.37	Portland, Fryeburg, Me. (Port. and Ogd.).	10 ¹ (part)	(²)	.....	(²)
Portland, Me., and Gorham, N. H.	1	92.16	Portland, Me., Gorham, N. H. (Grand Trunk).	7 ⁴ (part)	(⁵)	.....	(⁵)
Portland, Me., and Island Pond, Vt.	1	149.78	Portland, Me., Island Pond, Vt. (Grand Trunk).	7 ⁷ (part)	149.83	1,329	14,860 14
Portland, Me., and Rochester, N. H.	1	52.74	Portland, Me., Rochester, N. H. (Port. and Roch.).	8	(¹⁰)	.....	(¹⁰)
Portland, Me., and Swanton, Vt.	1	232.90	Portland, Me., So. Lunenburg, Vt. (Port. and Ogd.).	10	114.05	1,120	10,336 35
			So. Lunenburg, Swanton, Vt. (St. Johns. and Lake Cham.).	2011	118.00	656	8,272 98
Portland, Me., and Worcester, Mass.	1	147.34	Portland, Me., Rochester, N. H. (Port. and Roch.).	8	55.00	1,809	6,583 50
			Rochester, Nashua, N. H. (Wor. and Nash.).	1012	48.83	1,462	5,125 45
			Nashua, N. H., Worcester, Mass. (Wor. and Nash.).	3066	46.93	2,260	6,179 27
Portsmouth and Cincinnati, Ohio. ¹⁵	5	107.19	Portsmouth, Cincinnati, Ohio (Cin. and East.).	21052	107.19	16 497	7,069 38
Portsmouth and Concord, N. H.	1	59.25	Portsmouth, Concord, N. H. (Concord).	1002	59.66	857	4,692 85
Portsmouth and Manchester, N. H.	1	41.52	Portsmouth, Manchester, N. H. (Concord).	1002 ¹⁸ (part)	(¹⁹)	.....	(¹⁹)
Postville and Cedar Rapids, Iowa.	6	98.67	Postville, Cedar Rapids, Iowa (Burl. Ced. Rap. and North.).	27002	98.90	370	5,411 81
Pottsville and Philadelphia, Pa.	2	94.13	Pottsville, Philadelphia, Pa. (Phila. and Read.).	8002	92.84	1,817	13,335 53
<i>Pottsville, Tamaqua, and Herndon, Pa.</i> ²³	2	78.74	Pottsville, Herndon, Pa. (M. and S. Breh., Phila. and Read.).	8013	81.03	362	4,365 08
Powers, Mich., and Florence, Wis.	6	42.00	Powers, Mich., Florence, Wis. (Chi. and N. W.).	24032 ²⁴ (part)	41.74	240	1,988 51
Providence, R. I., and New London, Conn.	1	65.24	Providence, R. I., New London, Conn. (N. Y., Prov. and Bos.).	4002	(²⁵)	.....	(²⁵)
Providence and Pascoag, R. I.	1	23.75	Providence, Pascoag, R. I. (Prov. and Spg.).	4006	23.15	628	1,603 36
Providence, R. I., and Willimantic, Conn.	1	59.04	Providence, R. I., Willimantic, Conn. (N. Y. and N. Eng.).	5007 ²⁶ (part)	58.50	2,331	7,753 00

¹ Balance of route covered by Portland and Swanton R. P. O., 65.05 miles.² Covered by Portland and Swanton R. P. O., 49 miles.³ Shown in column 20, Portland and Swanton R. P. O.⁴ Balance of route covered by Portland and Island Pond R. P. O. (57.84 miles) and closed-pouch service between Island Pond, Vt., and Canada Line, 15.72 miles. (See Table C^c.)⁵ Covered by Portland and Island Pond R. P. O., 91.99 miles.⁶ Reserve cars.Balance of route covered by closed-pouch service between Island Pond, Vt., and Canada Line, 15.72 miles. (See Table C^c.)⁸ 1 clerk between Portland and South Paris, Me., 47.25 miles; 1 clerk as short stop between Portland and South Paris, Me. (west with Portland and Gorham, and east with Portland and Island Pond R. P. O.).⁹ Reserve car.¹⁰ Covered by Portland and Worcester R. P. O., 52.50 miles.¹¹ This clerk runs from Rochester, N. H., to Portland, Me., with Portland and Worcester R. P. O. as assistant.¹² Shown in column 20, Portland and Worcester R. P. O.¹³ 1 clerk between Portland and Fryeburg, Me., 50.37 miles. See columns 18 and 19, that line.¹⁴ 1 clerk between Nashua, N. H., and Worcester,

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	July 1, 1881	1	Miles. 12.86	2	Miles. 14.12	6	61,341	3	Ft. In. 10 0	Ft. In. 8 10	2	1	2
		4	14.34	1	14.34	6	31,531	1	10 0	6 6	1	1	(3)
		10	18.93	9	18.93	6	57,692	2	17 9	7 6	1	1	1
	July 1, 1881	2	21.84	1	25.95	6	93,762	2	22 0	7 0	3	1	8 5
								1	19 0	7 5			
								1	20 3	7 5			
		2	23.10	(11)		3	16,507	9 1	21 6	6 11	1	1	(12)
								2	15 10	8 10			
	Aug. 15, 1883	2	20.42	1	19.26	6	71,395	9 1	14 10	9 0	4	1	13 5
								2	13 0	6 8			
	July 1, 1881	2	18.10	1	17.87	6	74,400	6 1	13 8	6 8			
								6 1	15 0	6 6			
	July 1, 1881	4	24.56	3	24	6	33,716	1	14 6	8 8	3	2	14 8
	July 1, 1881	4	26.74	3	24.64	6	29,854		15 10	8 10			
	July 1, 1881	4	18.42	3	34.53	6	28,664						
	Aug. 1, 1883	129	11.99	122	14.42	6	65,267	2	12 0	6 0	2	1	2
	July 1, 1881	10	18	9	19.71	6	37,090	1	15 0	6 0	1	1	17 2
		2	22.14	9	21.12	6	25,991	1	10 0	6 8	1	1	(20)
	July 1, 1883	52	22	51	24	6	61,767	1	12 0	9 4	1	1	21 2
	July 1, 1881	2	29	3	27	6	59,052	1	15 3	8 7	4	1	22 5
		4	28	5	24	6	59,051	1	14 8	8 7			
		6	22	21	21	6	59,051	1	14 8	8 7			
								9 1	14 4	8 6			
\$600 00	July 1, 1881	1	20	2	22	5.19	42,560	1	12 10	8 8	1	1	2
		3	21	4	21	5.19	42,560	1	14 6	10 0	1	1	
								6 2	12 7	8 7			
								6 1	8 0	6 5			
	June 1, 1882	4	21	5	21	7	30,744	1	12 8	8 0	1	1	1
		6	22.95	15	24.48	6	40,840	1	16 3	6 11	2	1	2
		22	22.95	11	22.25	6	40,840	1	15 10	6 10			
								9 1	15 10	6 6			
	July 1, 1881	53	19.42	56	21.22	6	14,867	1	6 4	5 2	1	1	1
		57	18.39	54	19.71	6	14,867						
	July 1, 1881	13	24.20	20	24.20	6	36,969	1	14 2	6 8	1	1	1

Mass., 46.76 miles; 1 clerk between Portland, Me., and Rochester, N. H., 52.74 miles. See columns 18 and 19, those lines. The Portland and Rochester clerk runs from Rochester to Portland, with Portland and Worcester clerks as assistant.

¹⁵ Formerly Rarden and Cincinnati R. P. O. extended to begin at Portsmouth, August 10, 1883; distance, 25.50 miles.

¹⁶ Mail carried from Rushtown to Portsmouth by hack, distance about 8 miles.

¹⁷ 1 clerk between Portsmouth and Manchester, N. H., 41.52 miles. See columns 18 and 19, that line.

¹⁸ Balance of route covered by Portsmouth and Concord R. P. O., 18.26 miles.

¹⁹ Covered by Portsmouth and Concord R. P. O., 41.40 miles.

²⁰ Shown in column 20, Portsmouth and Concord R. P. O.

²¹ One clerk detailed to Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O.

²² 1 helper, Philadelphia to Pottsville and return.

²³ Double daily service between Pottsville and Shamokin, except Sunday.

²⁴ Balance of route, Florence, Wis., to Crystal Falls, Mich. (16 miles), covered by closed pouches. (See Table C.)

²⁵ Covered by Boston, Providence and New York R. P. O., 62.10 miles.

²⁶ Balance of route covered by Boston and Hopewell Junction R. P. O., 129.08 miles.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Pueblo and Silverton, Colo.	7	377.32	So. Pueblo, Cucharas, Colo. (D. and R. G.). Cucharas, Antonito, Colo. (D. and R. G.). Antonito, Silverton, Colo. (D. and R. G.).	38001 ¹ (part) 38004 ³ (part) 39002	50.00 109.82 215.66	2,233 852 956	\$6,541 00 8,628 34 17,886 83
<i>Quincy, Ill., and Kansas City, Mo.</i> ⁵	7	225.76	Quincy, Ill., Cameron, Mo. (H. and St. J.). Cameron, Kansas City, Mo. (H. and St. J.).	28005 (part) 28010	171.51 ⁶ 54.98	7,455 681	26,981 95 10,435 75
Quincy, Ill., and Louisiana, Mo.	6	44.96	Quincy, Fall Creek, Ill. (Chi., Burl. and Qcy.). Fall Creek, Ill., Louisiana, Mo. (Chi., Burl. & Qcy.).	23041 ⁹ (part) 23079	13.50 31.46	867 250	1,173 52 1,452 50
Quincy, Ill., and Trenton, Mo.	7	137.00	Quincy, Ill., Trenton, Mo. (W., St. L. and P.).	28019	137.59	587	9,294 20
Racine, Wis., and Rock Island, Ill.	6	197.88	Racine, Wis., Rock Island, Ill. (Chi., Mil. and St. Paul.)	25024	197.91	2,122	25,720 38
Raleigh and Hamlet, N. C.	3	97.57	Raleigh, Hamlet, N. C. (Raleigh and Aug. Air Line).	13010	97.58	493	6,173 88
Reading and Columbia, Pa.	2	45.78	Reading, Sinking Spring, Pa. (L. V. Brch., Phila. and Read.). Sinking Spring, Columbia, Pa. (R. and C. Div., Phila. and Read.).	8073 8031	(¹¹) 40.14	 2,062	(¹¹) 2,059 18
Reading, Pa., and Wilmington, Del.	2	74.07	Reading, Pa., Wilmington, Del. (Wilm. and North.).	8054	73.08	326	3,124 17
Red Bank and Bridgeton, N. J.	2	95.20	Red Bank, Eatontown, N. J. (N. J. Sou. Div., Phila. and Read.). Eatontown, Whiting, N. J. (N. J. Sou. Div., Phila. and Read.). Whiting, Atsion, N. J. (N. J. Sou. Div., Phila. and Read.). Atsion, Bridgeton, N. J. (N. J. Sou. Div., Phila. and Read.).	7049 ¹⁵ (part) 7026 ¹⁷ (part) 7029 ¹⁹ (part) 7031	3.22 30.23 23.88 37.75	176 196 195 288	137 66 1,292 33 1,020 87 1,646 27
<i>Redding and Sacramento, Cal.</i>	8	169.98	Redding, Roseville, Cal. Roseville, Sacramento, Cal. (Central Pac.).	46003 46001 (part)	151.74 (²⁰)	2,723	21,017 50 (²⁰)
Red Oak and Eastport, Iowa.	6	50.86	Red Oak, Eastport, Iowa (Chi., Burl. and Qcy.).	27074	50.74	730	3,730 91
Red Wing and Waterville, Minn.	6	66.73	Red Wing, Waterville, Minn. (Minn. and St. Louis).	26048	66.70	358	3,593 13
Reno and Preston, Minn...	6	57.70	Reno, Preston, Minn. (Chi., Mil. and St. Paul).	26032	57.72	222	2,517 17
Reno and Virginia City, Nev.	8	52.61	Reno, Virginia City, Nev. (Va. and Truckee).	45001	52.61	1,736	6,117 49
Rice Lake and Eau Claire, Wis. ²¹	6	57.39	Rice Lake, Eau Claire, Wis. (Chi., St. P., Minn. and Om.).	25048 ²² (part)	56.33	120	²³ 2,016 51

¹ 120 miles of route 38001 covered by Denver, Pueblo and Leadville R. P. O. between Denver and South Pueblo, Colo., and 36.90 miles between Cucharas and El Maro, Colo., covered by closed-pouch service. (See Table C^c.)

² 1 clerk detailed as transfer clerk at South Pueblo, Colo.

³ 91 miles of route 38004 between Antonito, Colo., and Espanola, N. Mex., covered by closed-pouch service. (See Table C^c.)

⁴ Full cars in reserve.

⁵ Double daily service over this line. Last year

but single daily postal-car service reported on this line.

⁶ 36.28 miles of route 28005 between Cameron and Saint Joseph, Mo., covered by Cameron, Saint Joseph and Atchison R. P. O.

⁷ 1 acting clerk and 1 clerk detailed to Hannibal and Denison R. P. O.

⁸ Chicago, Burlington and Quincy cars.

⁹ Balance of route, Fall Creek, Ill., to Hannibal, Mo. (6.29 miles), covered by closed pouches. (See Table C^c.)

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			<i>Miles.</i>		<i>Miles.</i>				<i>Ft. In.</i>	<i>Ft. In.</i>			
.....	July 1, 1882	3	19	2	19	7	36,600	5	19 8	7 5	5	1	²⁶
.....	July 1, 1882	3	18	2	18	7	80,388	43	35 8	7 7			
.....	July 1, 1882	3	12	2	12	7	159,210						
\$8,575 50	July 1, 1883	3	22	4	24	7	125,904	2	39 1½	9 1½	4	2	⁷¹⁷
2,749 00	July 1, 1883	1	24	2	24½	7	125,904						
	July 1, 1883	3	22	4	24	7	39,352	⁸²	51 4½	9 6	4	2	
	July 1, 1883	1	24	2	24½	7	39,352	⁸¹	54 9	9 8			
.....	July 1, 1883	209	14	208	13	6	8,451						
.....	July 1, 1883	209	13	208	11	6	19,694	1	12 0	6 10	1	1	1
.....	July 1, 1883	1	20½	2	20	6	85,762	1	21 7½	9 2½	2	1	2
.....	July 1, 1883	1	23	2	22	6	123,873	1	18 2	6 9			
.....	July 1, 1880	1	15.74	2	14.38	6	67,079	1	20 2	9 3	3	1	¹⁰⁴
.....	.....	1						1	20 0	9 3			
.....	.....	9	30	2	24	6	3,723	2	10 2	8 11	2	1	2
.....	.....							1	9 3	6 2	1	1	¹²¹
.....	.....							¹³¹	7 1	6 6			
.....	July 1, 1881	9	20	2	20	6	24,936	(¹⁴)	.....	.....	(¹⁴)		
.....	July 1, 1881	10	20	2	21	6	46,368	1	7 6	6 0	1	1	
.....	July 1, 1881							¹³¹	6 3	5 7			
.....	July 1, 1881	36	20	37	22	6	2,308	1	8 3	6 9	1	1	
.....	July 1, 1881							¹⁶⁵	8 3	6 9			
.....	July 1, 1881	36	25	37	23	6	18,936	(¹⁸)	.....	.....	(¹⁸)		
.....	July 1, 1881	36	25	37	25	6	14,950	(¹⁸)	.....	.....	(¹⁸)		
.....	July 1, 1881	36	23	37	23	6	23,402	(¹⁸)	.....	.....	(¹⁸)		
3,793 50	Apr. 1, 1884	12	23.77	11	23.42	7	111,073	1	55 1½	9 5½	2	2	4
456 00	.....	12	23.77	11	23.42	7	13,351						
.....	July 1, 1883	91	25	92	25	6	31,838	1	15 4	8 10	1	1	1
.....	July 1, 1883	25	16	26	15	6	40,763	1	7 4	7 0	1	1	
.....	July 1, 1882	37	14	38	15	6	36,120	1	9 6	5 8	1	1	1
.....	July 1, 1881	1	18.44	2	18.98	7	38,510	1	8 11	5 10			
.....	July 1, 1883	53	24	54	21	6	35,926	1	18 11	8 5½	1	1	1
.....	.....							1	14 9	7 4½	1	1	1
.....	.....							1	14 4	7 5			

¹⁰ 1 clerk detailed to Chicago, Ill., and Portage, Wis., R. P. O.¹¹ 6 miles covered by Altoona and Harrisburg R. P. O.¹² Clerk records arrival and departure at Reading by slips.¹³ Reserve car.¹⁴ Cars and clerk shown on route 8073.¹⁵ Balance of route (6.58 miles) covered by closed-pouch service. (See Table C^c.)¹⁶ Reserve cars.¹⁷ Balance of route (34.77 miles) covered by closed-pouch service. (See Table C^c.)¹⁸ Cars and clerk shown on route 7049.¹⁹ Balance of route (9.42 miles) covered by closed-pouch service. (See Table C^c.)²⁰ Shown on Ogden and San Francisco R. P. O., 18.24 miles.²¹ This line was reported last year as Rice Lake and Chippewa Falls, Wis., R. P. O. Increased distance run this year, 11.22 miles.²² Balance of route, Chicago Junction to Rice Lake, Wis. (22.78 miles) covered by closed pouches, (See Table C^c.)²³ Pay not fixed on 9.16 miles.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
<i>Richford and Concord, N. H.</i>	1	190.17	Richford, Newport, Vt. (So. Eastern). Newport, Wells River, Vt. (Pass.). Wells River, Vt., Concord, N. H. (Bos., Conn., and Mont.).	2009 2010 ¹ (part) 1005	32.00 (2) 94.01 ⁴	<i>Pounds.</i> 651 2,450	\$2,243 52 (2) 12,619 90
Richford and Saint Albans, Vt.	1	28.91	Richford, St. Albans, Vt. (Missisquoi).	2007	28.91	633	2,002 30
Richland and Niagara Falls, N. Y. ⁵	2	181.65	Richland, Oswego, N. Y. (Rome, Wat. and Ogd., Western Div.). Oswego, Lewiston, N. Y. (Rome, Wat. and Ogd., West. Div.). Lewiston, Niagara Falls, N. Y. (N. Y. C. and H. R., West. Div.).	6034 6038 6016 (part)	29.03 146.64 (9)	895 847	2,333 14 11,534 70 (9)
Richland and Syracuse, N. Y.	2	42.33	Richland, Pulaski, N. Y. (L. O. Div. Rome., Wat. and Ogd.). Pulaski, Syracuse, N. Y. (Syr. Div. Rome, Wat. and Ogd.).	6034 6037	(10) 38.48	 655	(10) 2,697 83
Richmond, Lynchburgh and Clifton Forge, Va.	3	230.54	Richmond, Lynchburg, Va. (R. and A.). Clifton Forge, Lynchburgh, Va. (R. and A.).	11023 11027	147.50 87.47	235 204	8,827 87 4,487 21
Richmond and Clifton Forge, Va.	3	193.47	Richmond, Clifton Forge, Va. (C. and O.).	11005 ¹² (part)	190.93	1,251	20,242 39
<i>Richmond and Danville, Va.</i>	3	141.08	Richmond, Danville, Va. (R. and D.).	11006 (part)	140.60	9,206	30,293 68
<i>Richmond, Va., and Wilmington, N. C.</i>	3	246.17	Richmond, Petersburg, Va. (Richmond and Petersburg). Petersburgh, Va., Weldon, N. C. (Petersburgh). Weldon, Wilmington, N. C. (Weldon and Wilmington).	11008 11009 13002	23.39 65.31 162.07	9,440 7,899 5,833	5,099 72 13,178 25 29,099 66
Richmond and Stanford, Ky. ¹⁶	5	35.16	Richmond, Richmond Jct., Ky. (Ky. Centl.).	20030	34.48	89	1,474 02
Rockaway and High Bridge, N. J.	2	30.57	Rockaway, High Bridge, N. J. (H. B. Br'ch Phila. and Read.).	7040	30.31	97	1,295 75
Rock Island and Peoria, Ill.	6	92.20	Rock Island, Peoria, Ill. (R. Isl'd and Peoria).	23040	91.60	875	7,284 03
Rock Island, Ill., and Saint Louis, Mo.	6	248.99	Rock Island, Ill., Saint Louis, Mo. (Chi., Burl. and Q'cy).	23005	245.52	2,279	32,327 61
Rochester and Corning, N. Y.	2	95.13	Rochester, Avon, N. Y. (Roch. Div. N. Y., L. E. and W.). Avon, Corning, N. Y. (Roch. Div. N. Y., L. E. and W.).	6005 6007 ¹⁸ (part)	19.09 76.47	1,021 1,132	1,648 67 6,930 48
Rochester and Niagara Falls, N. Y.	2	74.89	Rochester, Niagara Falls, N. Y. (R. and N. F. Div. N. Y. C. and H. R.).	6018	76.00	3,495	11,306 52

¹ Balance of route covered by Newport and Sp'g R. P. O. (105.30 miles), and closed-pouch service between Newport and Derby Line, 9.72 miles. See Table C^c.

² Covered by Newport and Sp'g R. P. O. (65.10 miles).

³ Reserve car.

⁴ See also Lancas. and Boston R. P. O.

⁵ See Oswego and Suspension Bridge R. P. O. (short run).

⁶ One reserve car.

⁷ Clerks record arrival and departure at Niagara Falls by slips. One clerk on Oswego and Suspension Bridge R. P. O. (short run).

⁸ Cars and clerks shown on route 6034.

⁹ Covered by Suspension Bridge and Buffalo R. P. O. (1.80 miles), and Oswego and Suspension Bridge R. P. O. (4.75 miles).

¹⁰ 4.22 miles covered by Richland and Niagara Falls R. P. O.

¹¹ Car and clerk shown on route 6034.

¹² See also Norfolk, Newport News, and Richmond R. P. O.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures.)		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1881	4	<i>Miles.</i> 19.59	61	<i>Miles.</i> 20.91	6	17,480	1	<i>Ft. In.</i> 16 7	<i>Ft. In.</i> 6 10	4	1	4
\$609 98	.....	4	22.77	61	27.64	6	38,200	³ 1	15 0	6 9			
880 87	July 1, 1881	4	21.57	61	20.92	6	63,366		16 0	7 1			
.....	July 1, 1881	2	10.50	3	11.19	6	18,097	1	8 4	6 10	1	1	
.....	July 1, 1881	110	20	113	23	6	18,034	⁶ 2	22 10	6 10	3	1	⁷ 4
.....	July 1, 1881	110	24	113	23	6	91,674	(⁸)	.....	.....	(⁸)		
.....	.....	110	12	113	14	6	4,005	(⁸)	.....	.....	(⁸)		
.....	.....	128	22	123	22	6	2,953	} 1	9 0	7 0	1	1	1
.....	July 1, 1881	128	21	123	22	6	23,546		(¹²)	.....	(¹²)		
.....	July 1, 1881	1	23.15	2	24.44	6	91,946	} 3	16 0	8 0	4	1	4
.....	July 1, 1881	1	24.47	2	21.39	6	52,371						
.....	July 1, 1881	1	22.65	6	23.82	6	121,112	1	18 8	9 0	4	1	¹³ 7
		5	23.11	2	19.75	6	142,728	1	18 3	8 7	4	1	
3,515 00	July 1, 1881	50	22.19	51	24.56	7	102,988	1	18 9	8 11			
								2	4 12	8 10	2	1	2
1,871 20	July 1, 1881	40	33.65	43	28.73	7	17,038	} ¹⁴ 4	50 2	8 9	4	1	¹⁵ 11
		48	26.54	47	25.08	7	17,038		¹⁴ 3	50 0	8 9	4	1
5,224 80	July 1, 1881	40	23.27	43	27.72	7	44,530	} ¹⁴ 1	50 0	8 6			
		48	26.33	47	24.72	7	44,530						
12,965 60	July 1, 1881	40	36.54	43	32.20	7	118,135	}					
		48	28.48	47	28.90	7	118,135						
.....	Mar. 1, 1881	42	12.18	61	11.19	6	22,010	1	9 7	6 6	1	1	1
.....	July 1, 1881	15	23	10	23	6	19,137	1	8 0	6 8	1	1	1
.....	July 1, 1883	4	26	1	26	6	57,717	1	16 0	9 0	2	1	2
								¹⁷ 1	11 11	9 0			
.....	Apr. 1, 1884	2	24	1	24	6	155,868	2	19 2	8 9	4	1	4
.....	July 1, 1881	2	32	3	32	6	11,837	1	14 6	9 2	2	1	2
.....	July 1, 1881	2	24	3	26	6	47,715	(¹⁹)	.....	.....	(¹⁹)		
.....	July 1, 1881	21	26	16	26	6	46,882	1	21 0	8 4	2	²⁰ 1	²¹ 3

¹³ One detailed from Wash. and Rich. R. P. O.; clerks on trains 1 and 6 (day line) run between Richmond and Clifton Forge, Va.; clerks on trains 2 and 5 (night line) run between Richmond and White Sulphur Springs, W. Va.

¹⁴ Cars run between Washington, D. C., and Wilmington, N. C.; one in reserve.

¹⁵ One helper on train No. 48 from Richmond to meeting point of train No. 47; 1 helper on train No. 47 from Wilmington to meeting point of train No. 48; 1 transfer clerk at Richmond, Va.

¹⁶ Clerks run between Winchester and Stanford over Cincinnati and Richmond R. P. O. between Winchester and Richmond.

¹⁷ Reserve.

¹⁸ Balance of route (34.50 miles) covered by Dansville and Buffalo R. P. O., 1 clerk every third week relieves the Dansville and Buffalo clerk.

¹⁹ Car and clerks shown on route, 6005.

²⁰ This clerk runs only to Suspension Bridge, N. Y.

²¹ One clerk on transfer duty at Suspension Bridge, N. Y.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
Rochester and Olean, N. Y..	2	106.53	Rochester, Hinsdale, N. Y. (Roch. Div. Buff., N. Y. and Phila.). Hinsdale, Olean, N. Y. (Buff. Div. Buff., N. Y. and Phila.).	6123 6058	99.92 (¹)	Pounds. 258	\$4,613 30 (¹)
Rochester, N. Y., and Punxsutawney, Pa. ⁴	2	228.32	Rochester, Bradford Junction, N. Y. (Roch. and Pitts.). Bradford Junc., N. Y., Punxsutawney, Pa. (Roch. and Pitts.).	6102 (part) 6127	107.81 ⁵ 120.73	292 383	5,244 66 6,297 27
Rockland and Beaumont, Tex. ⁸	7	73.52	Rockland, Beaumont, Tex. (S. and E. T.).	31029	75.85	102	2,383 31
Rockland and Brunswick, Me.	1	58.78	Rockland, Woolwich, Me. (Knox. and Lincoln). Bath, Brunswick, Me. (Me. Cen.).	15 11	48.86 9.14	1,039 1,410	4,386 65 937 76
Rogersville and Bull's Gap, Tenn.	3	16.27	Rogersville, Bull's Gap, Tenn. (Rogersville and Jefferson).	19003	16.40	117	701 10
Rome and Macon, Ga.....	4	162.12	Rome, Macon, Ga. (E. T., V. and G.).	15013 (part)	160.94 ⁹	1,017	10,686 02
Rondout and Stamford, N. Y. ¹¹	2	74.32	Rondout, Stamford, N. Y. (Ulster and Del.).	6073	73.64	680	5,288 82
Rosenberg and Victoria, Tex.	7	93.05	Rosenberg, Victoria, Tex. (N. Y., T. and M.).	31036	91.85	407	5,262 08
Rouse's Point and Albany, N. Y. ¹³	2	114.54	Rouse's Point, West Chazy, N. Y. (S. and C. Div. Del. and Hud. Canal Co.). West Chazy, Albany, N. Y. (S. and C. Div. Del. and Hud. Canal Co.).	6033 6026 (part)	14.78 177.00 ¹⁵	2,771 126	2,047 17 26,937 63
		101.98	Rutland, Castleton, Vt. (R. Div. Del. and Hud. Canal Co.). Castleton, Vt., Whitehall, N. Y. (R. Div. Del. and Hud. Canal Co.).	6024 6098	(¹⁷) 14.34	 565	(¹⁷) 956 33
Ruthven and Des Moines, Iowa.	6	137.59	Ruthven, Tara, Iowa (Des M. and Ft. Dodge). Tara, Des Moines, Iowa (Des M. and Ft. Dodge).	27087 27031 ¹⁸	54.98 82.56	124 758	2,350 39 6,141 63
Rutland, Vt., and Hoosac Junction, N. Y.	1	59.64	Rutland, No. Bennington, Vt. (Bennington and Rutland). No. Bennington, Vt., State Line (Bennington and Rutland). State Line, Hoosac Junc., N. Y. (Troy and Bos.).	 2018 6116	(²¹) (²¹) (²¹)	..... ..... .....	(²¹) (²¹) (²¹)
Rutland, Vt., and Troy, N. Y.	2	94.26	Rutland, Vt., Eagle Bridge, N. Y. (R. and W. Div. Del. and Hud. Canal Co.). Eagle Bridge, Mechanicsville, N. Y. (Bos., Hoosac T., and West.). Mechanicsville, Troy, N. Y. (S. C. Div. Del. and Hud. Canal Co.).	6024 6107 6026	62.87 20.47 (²³)	619 1,194	4,300 30 1,557 76 (²³)

¹ 6.96 miles covered by Buffalo and Emporium R. P. O.² Reserve car.³ Cars and clerks shown on route 6123.⁴ Formerly Rochester and Bradford R. P. O.; extended to Punxsutawney, increase 120.73 miles, July 16, 1883; curtailed to end at Salamanca, decrease 120.07 miles, Dec. 12, 1883; extended to Punxsutawney April 24, 1884.⁵ Balance of route (1.33 miles) covered by closed-pouch service. (See Table C^c.)⁶ Cars and clerks shown on route 6102.⁷ Reserve cars.⁸ Not reported last year (new service).⁹ Balance of route shown on Macon and Brunswick R. P. O., 190.58 miles.¹⁰ Two reserve cars.¹¹ Double daily service for 3 months in the year.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crew.	Number of clerks to crews.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1881	30	<i>Miles</i> 22	35	<i>Miles.</i> 23	6	62,254	1 21	<i>Ft. In.</i> 15 6 15 6	<i>Ft. In.</i> 8 9 8 9	2	1	2
.....	.....	30	21	35	21	6	4,434	(3)	.....	.....	(3)		
.....	July 1, 1881	1	25	4	22	6	67,301	{ 2	15 0	9 0	4	1	4
.....	July 16, 1883	1	18	4	17	6	75,628	{ (6) 71 71 72 2	15 0 14 0 8 3 7 0	9 0 7 0 6 10 7 0	(6)		
.....	Aug. 15, 1881	38	9	37	10	6	46,024	2	7 0	7 0	2	1	2
.....	July 1, 1881	2 4	18.96 23.52	68 54	18.37 18.37	6 6	30,825 30,825	1 2 22	14 6 15 9 12 6	7 1 6 6 6 5	2	1	2
.....	July 1, 1881	2 4	13.05 7.45	68 54	20.88 20.88	6 6	5,970 5,970						
.....	July 1, 1880	.....	12.93	.....	12.93	6	10,185	1	6 6	6 0	1	1	1
.....	July 1, 1880	53	20	54	20	6	101,487	10 4	15 0	7 2	2	1	2
.....	July 1, 1881	1	18	10	19	6	58,193	12 2	16 0	6 6	2	1	2
.....	Aug. 16, 1882	1	16	2	16	7	68,114	2	14 7	6 8	2	1	2
.....	July 1, 1881	6	31	3	24	6	8,979	1	21 0	7 0	2	1	14 6
.....	July 1, 1881	6	23	3	25	6	111,474		.....	.....	(16)		
.....	.....	6	30	3	27	6	6,788	12 2	21 0	7 0	2	1	
.....	July 1, 1881	6	26	3	22	6	8,301	(16)	.....	.....	(16)		
.....	July 1, 1883	2	21	1	24	6	34,417	2	13 0	9 3	2	1	2
.....	July 1, 1883	2	21	1	24	6	51,714	19 1	14 0	7 0			
.....	.....	4	17.03	7	24.18	6	32,925						
.....	.....	4	18.49	7	22.20	6	1,105	{ 1	17 9	6 8	1	1	1
.....	.....	4	25.20	7	25.20	6	3,304	}					
.....	July 1, 1881	42	24	43	25	6	39,565	1	16 0	6 11	2	1	2
.....	July 1, 1881	42	24	43	25	6	12,560	(22)	.....	.....	(22)		
.....	.....	42	14	43	13	6	6,882	(22)	.....	.....	(22)		

¹² 1 reserve car.¹³ This R. P. O. is in 2 divisions: Rouse's Point and Whitehall, 114.54 miles; Albany and Rutland, 101.98 miles.¹⁴ 2 helpers Albany to Rutland.¹⁵ Balance of route, 11.79 miles, covered by closed-pouch service. (See Table C^c.)¹⁶ Cars and clerks shown on routes 6033 and 6024.¹⁷ 10.67 miles covered by Rutland and Troy R. P. O.¹⁸ Balance of route, Fort Dodge to Tara, Iowa, (6.13 miles) covered by closed pouches. (See Table C^c.)¹⁹ Reserve.²⁰ Balance of route covered by closed-pouch service between No. Bennington and Bennington, Vt., 4.78 miles. (See Table C^c). This clerk registers only at Rutland, Vt.²¹ Covered by Saint Albans and Hoosac Junction R. P. O.²² Cars and clerks shown on route 6024.²³ 10.84 miles covered by Rouse's Point and Albany R. P. O.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Sacramento, Benecia, and San Francisco, Cal.	8	90.69	Sacramento, San Francisco, Cal. (Central Pac.).	46001 (part)	(1)	.....	(
Sacramento and San Francisco, Cal.	8	140.90	Sacramento, San Francisco, Cal. (Central Pac.).	46028	140.05	1,667	\$15,926 48
Sag Harbor and New York, N. Y. ²	2	100.75	Sag Harbor, Long Island City, N. Y. (Long Island).	6093	99.67	857	7,840 04
Saint Albans, Vt., and Ogdensburgh, N. Y.	2	143.05	Saint Albans, Vt., Rouse's Point, N. Y. (W. Div. Central Vermont).	2001 ⁵ (part)	24.10	3,516	3,606 08
			Rouse's Point, Ogdensburgh, N. Y. (Ogd. and L. Champlain).	6053	119.28	1,133	10,810 34
<i>Saint Albans, Vt., and Boston, Mass.</i>	1	265.40	Saint Albans, Essex Junction, Vt. (Ct. Ver.).	2001 ⁷ (part)	24.50	3,516	3,665 94
			Essex Junction, White River Junction, Vt. (Ct. Ver.).	2002 ⁹ (part)	96.00	4,394	16,513 59
			White River Junction, Vt., Concord, N. H. (Northern).	1008	69.64	4,889	11,789 35
			Concord, Nashua, N. H. (Con.).	1001	36.28	7,806	7,289 74
			Nashua, N. H., Lowell, Mass. (Bos. and Low.).	3073	14.77	6,292	2,727 72
			Lowell, Boston, Mass. (Bos. and Low.).	3016	26.02	7,276	5,072 33
<i>Saint Albans, Vt., and Hoosac Junction, N. Y.</i>	1	159.36	Saint Albans, Burlington, Vt. (Ct. Ver.).	2001 ¹² (part)	(13)	.....	(13)
			Burlington, Rutland, Vt. (Ct. Ver.).	2003 ¹⁴ (part)	(15)	.....	(15)
			Rutland, North Bennington, Vt. (Benn. and Rutland).	2015 ¹⁷ (part)	52.82	2,537	7,135 45
			North Bennington, State Line, Vt. (Benn. and Rutland).	2018	1.99	2,537	277 34
			State Line, Hoosac Junction, N. Y. (Troy and Bos.).	6116	5.50	2,660	757 13
Saint Joseph and Albany, Mo.	7	51.19	Saint Joseph, Mo., Albany, Mo. (St. J. and D. M.).	28037	51.19	367	2,757 60
Saint Joseph, Mo., and Grand Island, Nebr.	7	252.54	Saint Joseph, Mo., Grand Island, Neb. (St. J. and W.).	33007	252.88	722	15,264 71
<i>Saint Louis, Mo., and Atchison, Kans.</i> ¹⁸	7	283.13	Saint Louis, Mo., Atchison, Kans. (Mo. Pac.).	28001 ¹⁹	283.13	29,295	139,256 81
		47.07	.....	.....	48.07	.....	.....
Saint Louis, Mo., and Cairo, Ill.	6	153.60	Saint Louis, Mo., Cairo, Ill. (Cairo and St. Louis).	23053	153.60	661	10,900 99
Saint Louis, Mo., and Columbus, Ky.	7	196.41	Saint Louis, Bismarck, Mo. (St. L., I. M. and S.).	28002	(22)	.....	(22)
			Bismarck, Mo., Columbus, Ky. (St. L., I. M. and S.).	28034	121.28	1,005	10,369 44
Saint Louis, Mo., and Eldorado, Ill.	6	124.50	Saint Louis, Mo., Eldorado, Ill. (St. L., Alton and T. Haute).	23030	121.65	1,981	15,498 21

¹ Shown on Ogden and San Francisco R. P. O., 89.79 miles.² See Babylon and New York R. P. O. (short run).³ 1 clerk on Babylon and New York R. P. O.; 1 clerk on transfer duty at Long Island City, N. Y.⁴ Reserve cars.⁵ Balance of route covered by Essex Junction and Boston R. P. O., 8.50 miles, and Saint Albans and Boston R. P. O., 24.50.⁶ Cars and clerks shown on route 2001.⁷ Balance of route covered by Essex Junction and Boston R. P. O., 8.50 miles, and by Saint Albans to Ogdens R. P. O., 24.10 miles.

1 clerk detailed as transfer clerk, Concord, N. H.; 1 clerk detailed as transfer clerk, Saint Al-

bans, Vt.; 1 clerk detailed as chief clerk, Boston, Mass.; 1 clerk detailed to office superintendent, Boston, Mass.

⁹ Balance of route covered by White River Junction and Springfield R. P. O., 14.13 miles.¹⁰ Parts of cars.¹¹ Reserve car. Part of a car.¹² Balance of route covered by Saint Albans and Ogdens R. P. O., 24.10 miles.¹³ Covered by Saint Albans and Boston R. P. O., 24.50 miles, and Essex Junction and Boston R. P. O., 8.50 miles.¹⁴ Balance of route covered by Essex Junction and Boston R. P. O., 52.69 miles.¹⁵ Covered by Essex Junction and Boston R. P. O., 67.70 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	.....	12	Miles. 23.44	11	Miles. 22	7	66,384	1	Ft. In. 21 4	Ft. In. 8 10	2	1	2
.....	July 1, 1881	26	23.27	25	20.97	7	103,138	2	17 10	8 11	3	1	3
.....	July 1, 1881	36	21	11	23	6	63,070	1	15 0	8 0	2	1	34
.....	July 1, 1881	50	20	67	24	6	15,042	41 14 10 41 10 6 1 13 4 42 13 4	6 6 5 8 6 10 6 10		2	1	2
.....	July 1, 1881	50	28	67	28	6	74,507	(6)			(6)		
\$1,225 00	July 1, 1881	67	34.18	127	24.50	6	15,148	1	42 6	9 0	8	2	820
4,800 00	July 1, 1881	53	24.50	31	29.40	6	15,148	1	42 8	8 9			
	July 1, 1881	67	27.82	127	22.58	6	59,907	101	34 4	6 11			
		53	24.51	31	26.79	6	59,907	101	35 1	6			
2,828 77	July 1, 1881	67	26.02	127	23.13	6	43,405	111	32	6 8			
		53	22.14	31	26.02	6	43,405						
1,451 20	July 1, 1881	67	30.00	127	30.00	6	22,523						
		53	22.82	31	30.00	6	22,523						
738 50	July 1, 1881	67	24.36	127	28.41	6	9,057						
		53	24.36	31	31.58	6	9,057						
1,301 00	July 1, 1881	67	27.81	127	34.02	6	16,100						
		53	26.86	31	31.89	6	16,100						
345 15	.....	63	27.85	15	32.50	6	16,195	1	22 5	7 2	3	1	3
								1	22 6	6 9			
713,66	.....	63	32.25	15	28.80	6	43,238	161	18 8	6 4			
557 55	July 1, 1881	63	30.58	15	30.00	6	33,923						
19 64	July 1, 1881	63	22.20	15	22.20	6	2,103						
58 41	July 1, 1881	63	30.24	15	27.48	6	4,300						
.....	July 1, 1883	1	13	2	13	6	32,045	1	7 1	5 10	1	1	1
.....	July 1, 1882	3	20	4	21	7	184,859	2	20 0	9 4	4	1	4
								2	12 7	9 4			
30,732 50	July 1, 1883	1	27	2	27	7	207,251	2	60 0	9	4	4	2056
		3	24	4	27	7	207,251	2	60 0	9	4	4	
.....	.....	3	21	4	24	6	29,465				1	1	
.....	July 1, 1883	1	19	2	19	6	96,153	42 2	60 0	9 3			
								2	12 6	7 8	3	1	3
.....	.....	607	21	608	21	7	55,046	211 16 0 2 13 6	7 8 9 0		3	1	3
.....	July 1, 1883	607	21	608	21	7	88,726						
.....	July 1, 1883	231	22	4	22	6	38,968	231	24 6	9 2	3	1	3
		241	14	4	13	6	38,968	241 8 11 211 18 6	6 4 9 3				

¹⁶ Reserve car.¹⁷ Balance of route covered by closed pouch service between North Bennington and Bennington, 4.78 miles. (See Table C.)¹⁸ Double daily service between Saint Louis and Kansas City, Mo., 283.13 miles, and single daily service between Kansas City and Atchison, 47.07 miles.¹⁹ Kansas City, Pleasant Hill and Joplin R. P. O. also runs over 37.50 miles of route 28001, between Kansas City and Pleasant Hill, Mo. Sedalia and Kansas City R. P. O. also runs over 11.50 miles of route 28001, between Kansas City and Independence, Mo.²⁰ 6 helpers; 5 clerks detailed to office superin-

tendent; 1 clerk detailed as chief clerk at large; 1 as chief clerk, Union Depot, Saint Louis; 1 as chief clerk at Kansas City; 1 as chief clerk at Denver; 1 as chief clerk at El Paso; 3 clerks detailed to transfer service, Union Depot, Saint Louis; 1 to transfer service, Kansas City; 1 to transfer service at Atchison; and one as assistant to chief clerk at Kansas City; and 1 detailed as chief examiner; 1 clerk on this line is an acting clerk.

²¹ Reserve.²² 75.28 miles distance on route 28002, covered by Saint Louis and Texarkana R. P. O.²³ Saint Louis to Duquoin.²⁴ Duquoin to Eldorado.

TABLE A^a.—Statement of railway post-offices in operation

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						Pounds.	
<i>Saint Louis, Mo., and Little Rock, Ark.</i> ¹	7						
<i>Saint Louis and Kansas City, Mo.</i> ²	7						
Saint Louis, La., and Kansas City, Mo.	7	324.07	East St. Louis, Ill., Kansas, Mo. (C. and A.).	28022	322.17	1,664	\$37,051 21
<i>Saint Louis, Moberly, and Kansas City, Mo.</i> ⁶	7	276.80	St. Louis, Kansas City, Mo. (W., St. L. and P.).	28004	277.20	7,026	53,327 73
Saint Louis and Pierce City, Mo. ⁹	7	.....	.....	.....	.....	.....	.....
<i>Saint Louis and Springfield, Mo.</i> ⁹	7	.....	.....	.....	.....	.....	.....
<i>Saint Louis, Mo., and Texarkana, Ark.</i> ¹⁰	7	491.72	St. Louis, Bismarck, Mo. (St. L., I. M. and So.).	28002 ¹¹	75.28	15,771	21,497 71
			Bismarck, Mo., Texarkana, Ark. (St. L., I. M. and So.).	28026	414.20	13,140	89,926 34
<i>Saint Louis, Mo., and Halstead, Kans.</i> ¹⁴	7	530.52	St. Louis, Pierce City, Mo. (St. L. and S. F.).	28003 (part)	287.20 ¹⁵	4,236	36,735 75
			Pierce City, Mo., Halstead, Kans. (St. L. and S. F.).	28020	243.67	1,627	25,937 87
Saint Paul, Minn., and Bismarck, Dak. ¹⁸	6	470.20	St. Louis, Pierce City, Mo. ¹⁷	.....	.....	.....	.....
Saint Paul, Minn., and Elroy, Wis.	6	197.08	St. Paul, Minn., Bismarck, Dak. (North. Pac.).	26001 ¹⁹	469.60	1,176	48,504 98
Saint Paul, Minn., and Sioux City, Iowa.	6	270.43	St. Paul, Minn., Elroy, Wis. (Chi., St. P., Minn. and Om.).	25030	197.02	2,511	21,293 92
Saint Paul, Minn., and Sioux Falls, Dak.	6	240.57	St. Paul, Minn., Sioux City, Iowa (Chi., St. P., Minn. and Om.).	26025	270.11	2,903	29,584 61
			St. Paul, Worthington, Minn. (Chi., St. P., Minn. and Om.).	26025 (part)	(²⁵)	.....	.....
			Worthington, Minn., Sioux Falls, Dak. (Chi., St. P., Minn. and Om.).	26020 ²⁵	62.72	294	3,036 97
Saint Vincent and Saint Paul, Minn.	6	389.65	St. Vincent, St. Cloud, Minn. (St. Paul, Minn. and Man.).	26004	316.69	3,730	38,557 00
			St. Cloud, Minneapolis, Minn. (St. Paul, Minn. and Man.).	26040	64.81	5,940	11,692 37
			Minneapolis, St. Paul, Minn. (St. Paul, Minn. and Man.).	26006 (part)	(²⁹)	.....	.....
Salamanca, N. Y., and Kent, Ohio.	5	191.80	Salamanca, N. Y., Kent, Ohio, (N. Y., P. and O.).	21034 (part)	191.67	1,189	17,872 97
Salisbury and Warm Springs, N. C.	3	182.02	Salisbury, Warm Springs, N. C.	13006	183.67	541	15,861 74
Salina and McPherson, Kans.	7	37.07	Salina, McPherson, Kans. (S. and S. W.).	33028	37.07	166	1,584 74

¹ See Saint Louis and Texarkana R. P. O.² See Saint Louis and Atchison R. P. O.³ Trains 41 and 42 run between Saint Louis, Mo., and Roodhouse, Ill., and trains 48 and 47 between Roodhouse, Ill., and Kansas City, Mo.⁴ 1 helper between Saint Louis and Louisiana.⁵ Reserve cars.⁶ Double daily service on this line. Last year there was only single daily mail apartment service in this line.⁷ 4 helpers; 1 clerk detailed to office of superintendent as porter.⁸ Reserve car.⁹ See Saint Louis and Halstead R. P. O.¹⁰ Double daily service on this line. This line is divided at Little Rock, Ark., into Saint Louis and Little Rock R. P. O., 145.72 miles, and Little Rock and Texarkana R. P. O., 145.72 miles.¹¹ Saint Louis and Columbus R. P. O. also runs over route 28002 entire length.¹² 5 crews on day line and 5 on night line between Saint Louis and Little Rock, and 5 crews assigned to both day and night lines between Little Rock and Texarkana.¹³ 6 helpers between Saint Louis and Walnut Ridge; 1 clerk detailed as chief clerk at Little Rock, Ark., and 1 clerk detailed to office superintendent; 2 of these clerks are acting clerks.¹⁴ This line is divided at Springfield, Ill., into Saint Louis and Springfield R. P. O., 237.51 miles, and Springfield and Halstead R. P. O., 293.01 miles.¹⁵ 73.61 miles of route (28003) between Pierce City, Mo., and Vinita, Ind. Ter., covered by Pierce City and Vinita R. P. O.¹⁶ 1 clerk detailed as chief clerk at large; 2 helpers between Saint Louis and Rolla, Mo., on full car line.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			Miles.		Miles.				Ft. In.	Ft. In.			
.....	July 1, 1883	³⁴¹ 48	26 26	42 47	26 26	7 7	52,462 184,757	1 1	25 6 23 1	9 0 8 11	5	1	⁴⁶
13,860 00	July 1, 1883	3 5	25 23	2 4	24 23	7 6	203,617 173,376	⁵¹ 2 ⁵¹ 2 ⁸¹ 2	25 8 19 6 55 0 55 0 55 0	8 9 9 2 9 3 9 3 9 3	4 4	2 2	⁷²¹
4,893 20	July 1, 1883	601 603	23 22	602 604	23 22	7 7	55,105 55,105	5	49 3	9 0	¹²¹⁵	2	¹³³⁸
26,923 00	July 1, 1883	601 603	23 22	602 604	23 22	7 7	304,834 304,834	5	55 0	9 2½			
7,180 00	July 1, 1883	3	23	4	24	7	210,238	6	50 0	9 0	9	1	
6,091 75	June 30, 1883	3	24	4	25	7	178,103						¹⁶¹⁶
.....	.....	1 1	22 24	2 2	23 24	7 7	210,238 344,186	3 ²⁰¹⁷	22 0½ 24 0	7 0½ 9 2	4 7	1 1	²¹⁹
.....	July 1, 1883	2	22	1	22	6	123,372	1 1	24 5 23 7	9 1½ 9 2½	4	1	²²⁵
.....	July 1, 1883	1	22	2	22	6	169,289	²³¹ 2 ²³¹	22 0 24 2	9 4 8 9½	4	1	²⁴⁶
.....	.....	3	22	4	21	6	112,035	1	22 1	9 3½	4	1	4
.....	July 1, 1883	3	21	4	21	6	38,562	1	22 7½	9 3½			
.....	Apr. 1, 1884	2	20	1	20	6	197,816	²⁷³	40 0	8 9	6	1	²⁸⁸
.....	Jan. 21, 1884	2	28	1	23	6	40,064						
.....	.....	2	17	1	13	6	6,041						
.....	July 1, 1880	3	26.16	12	26.78	7	141,398	3	30 0	9 6	4	1	4
.....	July 1, 1881	1	15.16	2	16.71	6	113,944	2 1	20 0 19 10	8 4 8 8	3	1	3
.....	July 1, 1882	145	13	146	14	7	27,135	(³⁰)	.....	.....	1	1	1

¹⁷ Mail apartment, single, daily between Saint Louis and Pierce City, Mo., 287.21 miles in addition to full car service.

¹⁸ This line was reported last year as Saint Paul, Minn., and Fargo, Dak., and Fargo and Bismarck, Dak., R. P. O.'s. These consolidated form present line.

¹⁹ Balance of route (809.44 miles) covered by Bismarck, Dak., and Glendive, Mont.; Glendive and Billings, Mont.; Billings and Helena, Mont.; and Helena, Mont., and Spokane Falls, Wash. Ter., R. P. O.'s.

²⁰ 11 cars in reserve. Cars run through to Portland, Oreg.

²¹ 2 helpers between Saint Paul and Brainerd, Minn., 136 miles, and 1 helper between Saint Paul, Minn., and Bismarck, Dak., four days each week; 1 clerk detailed from Minneapolis, Minn., and Aberdeen, Dak., R. P. O.

²² 1 clerk detailed to Chicago, Ill., and Portage Wis., R. P. O.

²³ Reserve.

²⁴ 1 helper between Saint Paul and Mankato, Minn., 86 miles, and 1 helper between Sioux City and Alton, Iowa, 42 miles.

²⁵ Distance (178.97 miles) covered by Saint Paul, Minn., and Sioux City, Iowa, R. P. O.

²⁶ Balance of route Sioux Falls to Salem, Dak. (39.65 miles), covered by closed pouches. (See Table C.)

²⁷ Whole cars.

²⁸ 1 helper between Saint Paul and Saint Cloud, Minn., 74 miles; 1 clerk detailed to transfer duty at Saint Paul, Minn.

²⁹ Distance (9.67 miles) covered by Fargo, Dak., Breckenridge and Saint Paul, Minn., R. P. O.

³⁰ Mails handled in baggage car.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
Salt Lake and Juab, Utah..	8	105.98	Salt Lake, Juab, Utah (Utah Central).	41001 ¹ (part)	105.03	<i>Pounds.</i> 861	\$8,351 98
San Antonio and Del Rio, Tex. ²	7	-----	-----	-----	-----	-----	-----
San Antonio and Laredo, Tex. ³	7	-----	-----	-----	-----	-----	-----
Sandusky and Cincinnati, Ohio.	5	211.18	Sandusky, Springfield, Ohio (Ind., Bloom. and West.). Springfield, Cincinnati, Ohio (C., C., C. and I. Rwy.)	21012 21042 (par)	131.35 (⁵)	757 (⁵)	9,771 12
Sandusky, Ohio, and Muncie, Ind.	5	178.57	Sandusky, Ohio, Muncie, Ind. (L. E. and W.)	21020 (part)	180.89	428	11,135 59
Sandusky, Newark, Ohio, and Wheeling, W. Va.	5	225.87	Sandusky, Newark, Ohio (Balt. and Ohio). Newark, Ohio, Benwood, W. Va. (Balt. and Ohio). Benwood, Wheeling, W. Va. (Balt. and Ohio).	21010 21001 (part) 10003 (part)	116.88 (⁸) (⁹)	7,900	20,256 52
Sanford and Tampa, Fla....	4	115.25	Sanford to Tampa, Fla. (So. Fla. Rwy.).	16007	116.39	446	6,793 43
<i>San Francisco and Los Angeles, Cal.</i>	8	482.38	San Francisco, Port Costa, Cal. Port Costa, Lathrop, Cal.... Lathrop, Goshen, Cal. (Central Pacific). Goshen, Los Angeles, Cal. (So. Pacific).	46001 (part) 46032 46010 46014 (part)	(¹¹) 62.23 146.35 241.63	3,220 3,305 2,710	9,151 54 21,397 83 26,610 71
San Francisco and Santa Cruz, Cal.	8	83.15	San Francisco, Santa Cruz, Cal. (So. Pacific Coast).	46031	83.15	682	5,971 83
San Francisco and Soledad, Cal.	8	144.72	San Francisco, Soledad, Cal. (South Pac.).	46002	142.96	1,272	11,050 80
San Francisco and Tulare, Cal. ¹⁵	8	251.63	San Francisco, Port Costa, Cal. (Cent. Pacific). Port Costa, Lathrop, Cal.... Lathrop, Goshen, Cal. (Cent. Pac.). Goshen, Tulare, Cal. (So. Pac.)	46001 (part) 46032 46010 46014 (¹⁶)	(¹⁶) (¹⁶) (¹⁶) (¹⁶)	----- ----- ----- -----	(¹⁶) (¹⁶) (¹⁶) -----
Scranton and Northumberland, Pa.	2	80.48	Scranton, Northumberland, Pa. (Bloomsb'gh Div. Del., Lack. and West.).	8017	80.89	1,110	7,262 30
Seaford and Cambridge, Md.	2	33.64	Seaford, Cambridge, Md. (Cam. and Sea. Br'ch P., W. and B.).	10008	33.61	227	1,494 30
Sedalia and Kansas City, Mo.	7	99.56	Sedalia, Independence, Mo. (Mo. Pac.). Independence, Kansas City, Mo. (Mo. Pac.).	28033 28001 (part)	88.19 (¹⁷)	335 (¹⁷)	4,599 99
Sedalia, Mo., and Parsons, Kans. ¹⁸	7	-----	-----	-----	-----	-----	-----
Selma and Acron Junction, Ala.	4	71.86	Selma, Acron Junc., Ala. (Cin., Sel. and Mob.).	17006	71.75	263	3,374 40
Selma, Ala., and Meridian, Miss.	4	114.28	Selma, Ala., Meridian, Miss. (Ala. Cent.).	17009	114.15	395	6,441 48
Selma and Pine Apple, Ala.	4	47.79	Selma, Pine Apple, Ala. (Pensa. and Selma).	17017	49.06	133	1,677 85
Shabbona and Rock Falls, Ill.	6	46.30	Shabbona, Rock Falls, Ill. (Chi., Burl. and Q'ey.).	23014	46.25	112	1,977 18
Sheboygan and Princeton, Wis.	6	79.06	Sheboygan, Princeton, Wis. (Chi. and No. West.).	25019	79.13	494	5,006 55

¹ Balance of route covered by Ogden and Salt Lake R. P. O. (37.50 miles) and closed-pouch service Juab to Frisco, 138.50 miles. (See Table C.)

² See Houston and Del Rio R. P. O.

³ See Palestine and Laredo R. P. O.

⁴ These clerks act as helpers to Cleveland and Cincinnati R. P. O. between Springfield and Cincinnati on north-bound trips.

⁵ Covered by Cleveland and Cincinnati R. P. O. 80 miles.

⁶ These five cars include those running on Muncie and Bloomington R. P. O.

⁷ One helper daily, except Monday and Tuesday Newark to Chicago Junction, Ohio.

⁸ Covered by Grafton and Chicago R. P. O. 106.03 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1881	1	Miles. 24.70	6	Miles. 24.24	7	77,577	2	Ft. In. 15 0	Ft. In. 9 0	2	1	2
.....													
.....	July 1, 1880	3	21.66	4	20.60	6	82,225	2	15 0	9 6	44	1	4
.....	.....	3	22.86	4	26.65	6	49,973						
.....	July 1, 1880	1	25.22	2	24.63	6	111,785	63 62	12 0 14 0	7 4 7 8	3	1	3
.....	July 1, 1880	3	20.87	2	24.19	7	85,095						
.....	.....	3	25.24	2	26.85	7	77,614	3	20 0	9 0	4	1	75
.....	.....	3	25.24	2	26.85	7	2,994						
.....	Feb. 13, 1884	1	19	2	19	6	72,146	2 101	7 8 14 3	5 4 7 6	2	1	2
\$804 25	.....	19	20.31	20	20.10	7	23,548						
1,555 75	July 1, 1881	19	20.17	20	32.76	7	45,545	126	55 13	9 53	7	1	139
3,658 75	July 1, 1881	19	25.82	20	27.10	7	107,128						
6,040 50	July 1, 1881	19	20.71	20	21.82	7	176,873	142	8 0	7 6	1	1	1
.....	July 1, 1881	7	21.49	8	19.28	6	52,051						
.....	July 1, 1881	7	21.81	18	20.77	7	105,934	143	17 0	9 0	3	1	3
.....	.....	17	20.31	18	20.10	6	20,138						
.....	.....	17	21	18	33	6	38,955	2	21 103	9 53	3	1	3
.....	.....	17	26	18	27.10	6	90,615						
.....	.....	17	21.60	18	30.84	6	6,760	1 101	16 2 15 5	8 3 8 2	2	1	2
.....	July 1, 1881	5	25	2	25	6	50,381						
.....	July 1, 1881	33	15	32	15	6	21,059	1	13 0	6 0	1	1	1
.....	July 1, 1883	43	20	44	20	7	64,460	1	20 6	7 5	2	1	2
.....	.....	43	20	44	20	7	8,418						
.....	Apr. 1, 1883	1	18	2	19	6	44,984	1	12 0	6 10	1	1	1
.....	July 1, 1880	23	20	24	23	7	83,424	1	14 8	8 8	2	1	2
.....	July 1, 1880	49	12	50	13	6	29,916	1	7 8	6 4	1	1	1
.....	July 1, 1883	93	24	94	25	6	28,984	1	7 8	6 10	1	1	1
.....	July 1, 1883	61	16	60	17	6	49,491	1	13 8	7 6	1	1	192

⁹ Covered by Grafton and Wheeling R. P. O. 4 miles.¹⁰ Reserve car.¹¹ Covered by Ogden and San Francisco R. P. O. 32.17 miles.¹² 40-foot cars authorized between San Francisco and Los Angeles. These cars run through to Deming, N. Mex. One reserve car.¹³ 2 helpers.¹⁴ 1 reserve car.¹⁵ This R. P. O. and the San Francisco and Los Angeles R. P. O. form double daily service between San Francisco and Tulare.¹⁶ Covered by San Francisco and Los Angeles R. P. O.¹⁷ 11.50 miles distance on route 28001 covered by Saint Louis and Atchison R. P. O.¹⁸ See Hannibal and Denison R. P. O.¹⁹ 1 clerk detailed to Chicago, Ill., and Portage, Wis., R. P. O.

TABLE A^a.—Statement of railway post-offices in operation

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						<i>Pounds.</i>	
Sheffield and Erie, Pa.	2	79.59	Erie, Sheffield, Pa. (P. and E. Div. Penn.).	8022	(¹)		(¹)
Shingle Springs and Sacramento, Cal.	8	48.75	Shingle Springs, Sacramento, Cal. (Sac. Valley).	46005	48.75	396	\$2,750 96
Sidney and Havana, Ill.	6	112.38	Sidney, Havana, Ill. (Wab., St. L. and Pac.).	23029	112.47	390	6,251 08
Sioux City and Missouri Valley, Iowa.	6	76.10	Sioux City, Missouri Valley, Iowa (Sioux City & Pac.).	27029	76.18	2,769	10,551 69
Sioux City, Iowa, and Omaha, Nebr.	6	128.93	Sioux City, Iowa, Omaha, Nebr. (Chi., St. P., Minn. and Om.).	34003	127.12	587	8,586 95
Sioux City, Iowa, and Yankton, Dak.	6	62.60	Sioux City, Iowa, Yankton, Dak. (Chi., Mil. and St. Paul).	35001	62.10	538	4,829 03
Sioux Falls, Dak., and Sioux City, Iowa.	6	91.18	Sioux Falls, Elk Point, Dak. (Chi., Mil. and St. Paul).	27034	70.36	853	5,534 51
			Elk Point, Dak., Sioux City, Iowa (Chi., Mil. and St. Paul).	35001 (part)	(⁸)	.....	(⁸)
<i>Skowhegan and Portland, Me.</i> ⁹	1	103.00	Skowhegan, Portland, Me. (Me. Central).	5	102.56	755	7,629 43
Slatington and Reading, Pa.	2	43.63	Slatington, Reading, Pa. (S. and L. Br'ch Phila. and Read.).	8089	43.73	146	1,869 45
Smithville and Blakeley, Ga.	4	73.54	Smithville, Albany, Ga. (S. W.).	15039	24.07	451	1,461 28
			Albany, Blakeley, Ga. (S. W.).	15040	50.06	142	2,140 06
Sodus Point and Stanley, N. Y.	2	33.74	Sodus Point, Stanley, N. Y. (Sodus Bay and So.).	6090	34.00	97	1,453 50
South Amboy, N. J., and Philadelphia, Pa. ¹²	2	62.92	South Amboy, Jamesburgh, N. J. (Amboy Div. Penn.).	7047	14.20	454	801 30
			Jamesburgh, N. J., Philadelphia, Pa. (Amboy Div. Penn.).	7005 ¹³ (part)	47.64	642	3,339 33
South Londonderry and Brattleboro', Vt.	1	36.47	South Londonderry, Brattleboro', Vt. (Ct. Vermont).	2016	36.15	524	2,349 02
South Lyon, Mich., and Toledo, Ohio.	9	61.90	South Lyon, Mich., Toledo, Ohio (Tol., A. A. & G. T.).	24020	61.26	354	3,247 39
Sparta and Viroqua, Wis. . .	6	35.65	Sparta, Viroqua, Wis. (Chi., Mil. and St. Paul).	25034	35.83	281	1,746 35
Springfield and Grafton, Ill. ¹⁵	6	85.30	Springfield, Bates, Ill. (Wab., St. L. and Pac.).	21019 (part)	(¹⁶)	.....	(¹⁶)
			Bates, Grafton, Ill. (Wab., St. L. & Pac.).	23083	71.93	290	3,505 86
<i>Springfield, Mo., and Halstead, Kans.</i> ¹⁷	7	.....	.....	.....	.....	.....	.....
Springfield, Mass., and Hartford, Conn.	1	32.29	Springfield, Mass., Hartford, Conn. (N. Y. and N. Eng.).	5016	33.01	155	1,411 17
Springfield and Wellston, Ohio.	5	118.89	Springfield, Wellston, Ohio (Ohio Sou.).	21058	118.89	226	5,285 84
State Line (N. O.), and Rhinecliff, N. Y.	2	41.16	State Line, Boston Corners, N. Y. (Pough., Hart. and Boston).	6079 ¹⁸ (part)	6.50	177	292 14
			Boston Corners, Rhinecliff, N. Y. (Hart. and Conn. Western).	6097	35.70	302	1,770 36
Statesville and Charlotte, N. C.	3	45.14	Statesville, Charlotte, N. C. (A., T. and O.).	13009	49.38	2,026	2,279 87

¹ 78.80 miles covered by Williamsport and Erie R. P. O. (long run).² See Williamsport and Erie R. P. O.³ Sidney to White Heath.⁴ Lodge to Havana.⁵ Reserve.⁶ Sioux City to Elk Point.⁷ Elk Point to Yankton.⁸ Distance (20.82 miles) covered by Sioux City, Iowa, and Yankton, Dak., R. P. O.⁹ The North Anson and Lewiston clerk runs from Oakland to Lewiston and return, and the Farmington and Lewiston clerk runs from Lewiston to Portland and return as assistant to Skowhegan and Portland clerks. These clerks run in connection with the Augusta and Portland clerk, the 3 clerks performing the service of the two R. P. O's.¹⁰ Clerk records arrival and departure at Slatington by slips.

n the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			<i>Miles.</i>		<i>Miles.</i>				<i>Ft. In.</i>	<i>Ft. In.</i>			
.....	.....	17	20	18	24	6	49,823	1	15 0	8 0	1	(2)	
.....	Apr. 16, 1883	2	15.49	1	14.34	6	30,517	1	6 6	6 0	1	1	1
.....	Mar. 19, 1884	³ 277	12	278	11	}	70,350	2	12 0	9 8	2	1	2
.....	July 1, 1883	⁴ 277	23	278	23		47,638	1	17 9	9 6	2	1	2
.....	July 1, 1883	2	25	1	25	6	80,710	⁵ 1	13 9	9 3	2	1	2
.....	July 1, 1883	1	18	2	18	6		2	11 9	9 4	2	1	2
.....	July 1, 1883	⁶ 4	23	3	21	}	39,187	1	13 7	7 6	1	1	1
.....	July 1, 1883	⁷ 4	24	3	24								
.....	July 1, 1883	1	23	2	22	6	44,045	1	20 2	9 4	1	1	1
.....	.....	1	23	2	22	6	13,033	⁵ 1	13 1	8 9			
\$1,601 98	July 1, 1881	12	23.56	13	23.11	6	64,478	1	42 4	9 0	2	1	2
.....	July 1, 1881	1	22	4	22	6	27,313	1	42 0	8 9	1	1	¹⁰ 1
.....	.....	25	22	26	22	6	14,699	}	10 9	8 7	}	1	1
.....	Oct. 1, 1882	25	12	26	12	6	31,337		15 9	8 2			
.....	July 1, 1881	1	14	4	15	6	21,122	1	7 4	6 10	1	1	1
.....	July 1, 1882	315	25	318	26	6	8,402	1	11 0	8 0	1	1	2
.....	July 1, 1882	339	26	306	25	6	8,402	1	8 0	8 0	1	1	
.....	July 1, 1882	315	24	318	16	6	30,985	(¹⁴)	.....	.....	(¹⁴)		
.....	July 1, 1881	339	13	306	22	6	30,986	(¹⁴)	.....	.....	(¹⁴)		
.....	July 1, 1881	1	13.08	2	13.08	6	22,830	¹¹ 1	6 0	7 0	1	1	1
.....	Apr. 4, 1881	5	22.18	2	22.18	6	38,755	¹¹ 1	8 5	5 6	1	1	1
.....	July 1, 1883	33	13	34	13	6	22,317	1	10 2	5 8	1	1	1
.....	.....	505	16	504	24	6	8,370	1	12 0	9 0	1	1	1
.....	Mar. 19, 1884	505	20	504	20	6	45,028		11 8	7 4	1	1	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	20 0	9 4	2	1	2
.....	July 1, 1881	179	22.51	180	22.51	6	20,213	1	14 10	7 7	1	1	1
.....	Apr. 1, 1883	181	23.17	182	22.51	6	20,213						
.....	July 1, 1881	2	17.78	1	16.58	6	74,425	2	14 0	7 0	2	1	2
.....	July 1, 1881	13	28	10	28	6	4,041	1	10 6	6 6	1	1	¹⁹ 1
.....	July 1, 1881	13	27	10	27	6	21,725	(²⁰)	.....	.....	(²⁰)		
.....	Apr. 1, 1883	1	16	2	14.66	6	28,258	1	21 5	9 2	1	1	1

¹¹ Reserve car.

¹² Double daily service.

¹³ Balance of route (5.69 miles) covered by Month Junction and Manasquan R. P. O.

¹⁴ Cars and clerks shown on route 7047.

¹⁵ This line was reported last year as Springfield, and Jerseyville, Ill., R. P. O. Increased distance run this year, 16.01 miles.

Distance (13.37 miles) covered by La Fayette

Ind., and Quincy, Ill., R. P. O.

¹⁷ See Saint Louis and Halstead R. P. O.

¹⁸ 38.33 miles covered by Boston Corners and Poughkeepsie R. P. O.; extended August 14, 1883; increased 6.83 miles.

¹⁹ Clerk records arrival and departure at State Line by slips.

²⁰ Car and clerk shown on route 6079.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Sterling and Rock Island, Ill.	6	52.43	Sterling, Barstow, Ill. (Chi., Burl. and Q'cy). Barstow, Rock Island, Ill. (Chi., Burl. and Q'cy.).	23084 23005 (part)	40.53 (¹)	234 -----	\$1,801.96 (¹)
Stevens Point and Portage, Wis.	6	73.84	Stevens Point, Portage, Wis. (Wis. Central.).	25015	73.51	445	4,399 57
Stoneboro' and New Castle, Pa. ²	2	36.49	Stoneboro', New Castle, Pa. (River Div. Buff., N. Y. and Phila.).	8096	35.66	252	1,653 19
Stony Point and New York, N. Y.	2	42.88	Stony Point, New York, N. Y. (N. J. and N. Y.).	7024	42.24	334	2,203 23
Streator and Forest, Ill....	6	37.40	Streator, Fairbury, Ill. (Wab., St. L. and Pac.) Fairbury, Forest, Ill. (Wab., St. L. and Pac.).	23043 23027 (part)	31.98 (⁵)	260 -----	1,504 01 (⁵)
Summit Lake and Milwaukee, Wis.	6	225.46	Summit Lake, Eland, Wis. (Mil., L. Shore and West.). Eland, Manitowoc, Wis. (Mil., L. Shore and West.). Manitowoc, Milwaukee, Wis. (Mil., L. Shore and West.).	25050 ⁶ 25049 ⁸ 25018 ⁹ (part)	37.23 110.60 77.63	457 687 1,395	2,260 23 7,943.29 7,898 85
Sumner and Hampton, Iowa.	6	65.33	Sumner, Hampton, Iowa (Dub. and Dak.).	27051	65.89	499	4,168.86
Sunbury and Lewistown, Pa.	2	51.08	Sunbury, Selins Grove Junction, Pa. (No. Central). Selins Grove Junction, Lewistown, Pa. (Lewistown Div. Penna.).	10002 8108	(¹⁰) 45.00	----- 179	(¹⁰) 1,923 75
Suspension Bridge and Buffalo, N. Y.	2	24.35	Suspension Bridge, Buffalo, N. Y. (B. and S. B. Br'ch N. Y. C. and H. R.).	6016 (part)	¹² 24.25	1,159	2,218 63
Switz City and Bedford, Ind.	5	41.29	Switz City, Bedford, Ind. (Bed. and Bloom.).	22036	41.29	97	1,765 14
Switz City, Ind., and Effingham, Ill.	6	89.14	Switz City, Ind., Effingham, Ill. (Spr., Eff., So. East. and Bloom.).	23026	89.47	177	3,824 84
Syracuse, Auburn, and Rochester, N. Y.	2	104.71	Syracuse, Rochester, N. Y. (Aub. Br'ch N. Y. C. and H. R.).	6013	(¹⁴)	-----	(¹⁴)
Syracuse and Earlville, N. Y.	2	43.66	Syracuse, Earlville, N. Y. (Syr., Ont. and N. Y.).	6071	44.11	297	2,187 41
Tacoma and Portland	8	145	Tacoma, Wash., Portland, Oreg. (No. Pac.).	43001	105 ¹⁵	812	6,463 80
Tama City and Hawarden, Iowa. ¹⁶	6	243.34	Tama City, Eagle Grove, Iowa (Chi. and No. West.). Eagle Grove, Hawarden, Iowa (Chi. and No. West.).	27052 ¹⁷ 27070 ¹⁸ (part)	98.40 145.06	788 927	7,488 24 11,905 07
Tamaroa and Chester, Ill	6	40.79	Tamaroa, Chester, Ill. (St. Louis Coal).	23047	41.76	640	2,927 79
Tehama and Davisville, Cal.	8	124.88 ²⁰	Tehama, Davisville, Cal. (Northern).	46022	111.67	486	6,170 44
Temple and Lampasas, Tex	7	56.98	Temple, Lampasas, Tex. (G., C. and S. F.).	31027 (part)	56.10 ²¹	792	4,269 21
Terre Haute and Evansville, Ind.	5	110.45	Terre Haute, Evansville, Ind. (Evans. and Terre Haute).	22012	110.45	1,780	13,126 98

¹ Distance (11.90) miles) covered by Rock Island, Ill., and Saint Louis, Mo., R. P. O.² Included last year in Buffalo and New Castle, R. P. O.³ Reserve car.⁴ Clerk records arrival and departure at Stony Point by slips.⁵ Distance (5.42 miles) covered by Logansport, Ind., and Keokuk, Iowa, R. P. O.⁶ Balance of route, Watermeet to Summit Lake, Wis. (68 miles), covered by closed pouches. (See Table C^c.)⁷ One clerk detailed to Chicago, Ill., and Portage, Wis., R. P. O.⁸ Balance of route, Eland to Wausau, Wis. (23.01 miles), covered by closed pouches. (See Table C^c.)⁹ Balance of route, Two Rivers to Manitowoc, Wis. (7.33 miles), covered by closed pouches. (See Table C^c.)¹⁰ 4.90 miles covered by Williamsport and Baltimore R. P. O.¹¹ Car and clerk shown on route 1002.¹² Balance of route (4.75 miles) covered by Oswego and Suspension Bridge R. P. O.¹³ Double daily service. This clerk is detailed from Albany and Rochester R. P. O., and runs in baggage car in charge of registered pouches between Buffalo, N. Y., P. O. and the Suspension Bridge, N. Y., P. O. and the Great West.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	July 1, 1883	31	<i>Miles.</i> 27	32	<i>Miles.</i> 22	6	25,372	1	<i>Ft. In.</i> 10 8	<i>Ft. In.</i> 6 7	1	1	1
		31	18	32	16	6	7,449						
	July 1, 1883	8	23	7	23	6	46,224	1	15 2	7 7	1	1	1
	July 1, 1881	1	19	2	20	6	22,843	1	15 2	8 6	1	1	1
	July 1, 1881	16	17	1	21	6	26,844	³ 2	8 0	10 0	1	1	⁴ 1
	July 1, 1883	251	20	250	20	6	20,019	1	12 0	9 8	1	1	1
		251	16	250	25	6	3,393						
	July 1, 1883	2	21	1	21	6	23,307	3	24 8	9 4	3	1	⁷ 4
	July 1, 1883	2	20	1	21	6	69,235						
	July 1, 1883	2	26	1	22	6	48,596						
	July 1, 1883	2	17	1	12	6	40,896	1	12 0	7 0	1	1	1
		3	20	2	20	6	3,139	1	6 6	6 6	1	1	1
	July 1, 1881	3	24	2	23	6	28,837	(¹¹)			(¹¹)		
	July 1, 1881	16	30	19	26	6	15,244	(¹³)			¹³ 1		
		26	26	31	24	6	15,244	(¹³)					
	July 1, 1880	2	13.66	1	13.13	6	25,847	1	6 7	4 6	1	1	1
	July 1, 1883	2	10	1	14	6	55,802	2	8 6	5 6	2	1	2
		9	24	8	24	6	65,549	³ 2	21 0	8 4	2	2	4
	July 1, 1881	1	20	4	20	6	27,331	1	15 0	10 0	1	1	1
	July 1, 1881	2	17.16	1	17.16	6	90,770	³ 1 2	8 0 22 6	6 0 9 0	3	1	3
	July 1, 1883	5	20	6	20	6	61,598	2	24 0	9 3	4	1	4
	Apr. 16, 1884	5	22	6	22	6	90,733						
	July 1, 1883	18	15	19	15	6	25,534	1 ¹⁹ 1	14 0 10 0	6 6 7 6	1	1	1
	Apr. 6, 1883	20	23.77	19	23.77	6	78,174	2	8 6	6 6	2	1	2
	Sept. 1, 1883	1	23	2	23	7	41,709	²² 2	20 6	9 0	1	1	1
	July 1, 1880	1	26.55	6	26.55	6	69,142	1	17 4	8 8	2	1	²³ 2

Railway clerks of Canada. (See Albany and Rochester R. P. O.).

⁴ 104 miles covered by Albany and Rochester R. P. O.

¹⁵ Steamboat service between Portland and Kalama, 40 miles.

¹⁶ This line was reported last year as Tama City and Algona, Iowa, and Eagle Grove and Hawarden, Iowa R. P. O.'s. The former curtailed to end at Eagle Grove, Iowa, and consolidated with the latter from the present line.

¹⁷ Balance of route (66.30 miles) covered by Lake Crystal, Minn., and Eagle Grove, Iowa, R. P. O.

¹⁸ Balance of route, Iroquois, Dak., to Hawarden, Iowa (126.37 miles), covered by closed pouches. (See table C^c.)

¹⁹ Reserve.

²⁰ Clerks run to and registered at Sacramento.

²¹ 219 miles of route 31027 between Temple and Galveston, Tex., covered by Fort Worth and Galveston R. P. O.

²² One car in reserve.

²³ One clerk detailed transfer clerk Evansville, Ind. Clerks record arrival and departure at depot Terre Haute, but accompany mail to P. O.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Terre Haute, Ind., and Peoria, Ill.	6	176.90	Terre Haute, Ind., Peoria, Ill. (Ill. Midland.).	23048	177.96	226	\$7,912 10
Terre Haute and Worthington, Ind.	5	40.63	Terre Haute, Worthington, Ind. (T. H. and S. East).	22030	40.63	223	1,771 87
Texarkana, Ark., and Dallas, Tex. ²	7		.....	.....	.....	.....	.....
Texarkana, Ark., and El Paso, Tex. ³	7	869.22	Texarkana, Ark., Marshall, Tex. (T. and P.).	31010 ⁴	72.26	7,905	14,580 62
			Marshall, El Paso, Tex. (T. and P.).	31009 (part)	794.47 ⁶	1,072	61,910 57
Texarkana, Ark., Houston, Tex. ⁷	7	330.63	Texarkana, Ark., Marshall, Tex. (T. and P.).	31010 (part)	(⁸)	.....	(⁸)
			Marshall, Longview, Tex. (T. and P.).	31009 (part)	(¹⁰)	.....	(¹⁰)
			Longview, Houston, Tex. (I. and G. N.).	31006 ¹¹	236.23	3,650	35,751 04
Texarkana, Ark., and McGregor, Tex.	7	278.30	Texarkana, Ark., McGregor, Tex. (T. and St. L.).	31025 (part)	278 ¹²	550	17,038 73
Texarkana, Ark., and Whitesborough, Tex. ¹⁴	7	173.67	Texarkana, Ark., Whitesborough, Tex. (T. and P.).	31011	173.67	985	14,701 16
Toccoa and Elberton, Ga.	4	51.45	Toccoa, Elberton, Ga. (E. A. L.).	15026	50.42	151	2,155 45
Toledo, Ohio, and Allegan, Mich. ¹⁵	9	157.64	Toledo, Ohio, Allegan, Mich. (Mich. and Ohio).	24019	157.64	214	6,417 03
Toledo and Bush, Ohio ¹⁸	5	177.49	Toledo, Ohio, Bush, Ohio (n. o.) (Ohio Cent.).	21055	146.8 ¹	251	6,780 06
			Columbus, Ohio, C. H. V. and T. Jct. (n. o.) (Ohio Cent.).	21068 (part)	(¹⁹)	.....	(¹⁹)
<i>Toledo, Ohio, and Chicago, Ill.</i>	9	244.99	Toledo, Ohio, Chicago, Ill. (L. S. and M. S.).	6052 (part)	(²⁰)	658.21	(²⁰)
<i>Toledo and Cincinnati, Ohio.</i>	5	202.54	Toledo, Dayton, Ohio (Day. and Mich.).	21023	142.95	268	18,700 71
			Dayton, Cincinnati, Ohio (C., H. and D.).	21026	60.41	1,984	7,945 72
Toledo and Columbus, Ohio. ²⁴	5	125.38	Toledo, Columbus, Ohio, (C., H. V. and T.).	21053	125.38	537	8,147 19
Toledo, Delphos and Cincinnati, Ohio.	5	229.72	Toledo, Dodds, Ohio (Tol., Cin. and St. L.).	21061	192.55	296	9,548 55
			Dodds, Cincinnati, Ohio (T., C. and St. L.).	21078	36.20	412	2,073 88
Toledo and Mansfield, Ohio.	5	87.98	Toledo, Mansfield, Ohio (No. West. Ohio).	21043	87.98	467	5,416 04
Toledo and Marietta, Ohio..	5	262.34	Toledo, Zoar Station, Ohio (Wheel. and L. E.).	21080	155.08	343	8,088 97
			Zoar Station, Marietta, Ohio, (Cleve. and Marietta.).	21040	105.72	305	4,870 72 ²⁶
<i>Toledo, Ohio, and Saint Louis, Mo.²⁷</i>	5	203.84 ²⁸	Toledo, Ohio, Decatur, Ill. (Wash., St. L. and Pac.).	21019 (part)	325.50	6,975	38,897 71
		436.98	Decatur, East Saint Louis, Ill. (Wab., St. L. and Pac.).	23023	(³⁰)	.....	(³⁰)

¹ One clerk detailed to transfer duty at Peoria, Ill.² See Texarkana and El Paso R. P. O.³ This line is divided at Dallas, Tex., into Texarkana and Dallas R. P. O., 221.83 miles, and Dallas and El Paso R. P. O., 647.39 miles.⁴ Texarkana and Houston R. P. O. runs over 71.26 miles of route 31010, between Texarkana and Marshall, and 23 miles of route 31009, between Marshall and Longview, Tex.⁵ 1 helper between Texarkana and Marshall.⁶ 40 miles of route 31009, between Shreveport and Marshall, covered by New Orleans and Marshall R. P. O.

Trains 302 and 303 run between Texarkana and Longview, and trains 452 and 453 between Longview and Houston.

⁸ 71.26 distance on route 31010 covered by Texarkana and El Paso R. P. O.⁹ 1 clerk detailed as assistant to chief clerk, Houston, Tex.¹⁰ 23 miles distance on route 31009 covered by Texarkana and El Paso R. P. O.¹¹ Denison, Troup and Houston R. P. O. also runs 197 miles on route 31006, between Troup and Houston.¹² 26.42 miles of route 31025, between McGregor and Gatesville, Tex., covered by closed-pouch service. (See table C^e.)¹³ Reserve cars.¹⁴ Reported last year as Texarkana, Whitesborough, and Fort Worth R. P. O. Decrease distance 71 miles.¹⁵ Established April 14, 1884.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1883	1	<i>Miles.</i> 19	2	<i>Miles.</i> 19	6	110,739	2	<i>Ft. In.</i> 12 0	<i>Ft. In.</i> 9 0	3	1	14
.....	July 1, 1880	1	16.33	2	17.52	6	25,435	1	11 5	6 10	1	1	1
.....													
.....	July 1, 1882	301	20	304	20	7	51,606	5	21 0	9 0	12	1	513
.....	July 1, 1882	301	20	304	23	7	584,663	1	21 4	9 6			
.....	.....	303	22	302	23½	7	51,606	2	24 7	9 1			
.....	.....	303	22	302	23½	7	16,836	2	17 0	9 0	4	1	95
.....	.....	303	22	302	23½	7	16,836	1	21 0	9 6			
.....	July 1, 1882	453	22	452	23½	7	173,579		23 8	9 5			
.....	July 1, 1882	1	17½	2	16½	7	203,716	3	23 0	8 6	4	1	4
.....	July 1, 1882	331	17½	332	19	7	127,126	133 2	12 0	7 6	3	1	3
.....	July 1, 1880	1	14	2	14	6	32,208	1	20 7	7 1	1	1	1
.....	Mar. 20, 1884	31	33.11	32	23.69	6	21,123	163	17 0	9 0	1	1	1
.....	Apr. 1, 1881	2	24.47	1	22.60	6	91,928	2	10 6	5 8	2	1	(17)
.....	.....	2	28.37	1	28.37	6	19,180		15 2	7 3	3	1	3
\$5,490 00	Mar. 9, 1884	25	26.15	22	25.25	6	153,353	2	16 2	7 0	4	1	(21)
1,786 87	July 1, 1880	25	24.18	8	24.18	6	89,486	3	36 0	9 0	22 4	1	12
755 12	July 1, 1880	1	25.52	28	21.72	7	104,640	.....	20	8 7	23 4	2	
.....	July 1, 1880	25	26.84	8	23.41	7	37,816		.....	.....			
.....	July 1, 1880	1	24.16	28	22.72	7	44,221		.....	.....			
.....	July 1, 1880	6	25.98	5	25.93	6	78,488	4	15 6	7 10	2	1	2
.....	Oct. 1, 1882	1	18.64	2	18.16	6	120,535	3	12 0	5 11	4	1	4
.....	May 1, 1882	1	12.79	2	13.25	6	23,268	.....	25 12 0	5 9			
.....	July 1, 1880	8	24.36	1	24.91	6	55,075	2	20 0	8 9	2	1	2
.....	Oct. 9, 1882	1	25	6	26.06	6	97,080	3	15 9	8 11	4	1	4
.....	July 1, 1880	1	15.47	6	18.67	6	67,144						
13,020 00	July 1, 1880	2841	.....	2846	.....	6	126,901	3	36 0	9 6	224	1	2930
4,537 60	.....	43	.....	42	.....	7	236,363	3	50 0	9 6	236	4	
.....	.....	43	.....	42	.....	7	82,401	(31)					

¹⁶ 1 car held in reserve.¹⁷ 1 clerk detailed from New York and Chicago R. P. O.; 1 clerk detailed from Pt. Huron and Chicago R. P. O.¹⁸ This R. P. O. runs between Toledo and Columbus via Thurston, Ohio.¹⁹ Covered by Columbus and Middleport R. P. O., 29 miles.²⁰ Shown in report of New York and Chicago R. P. O.²¹ Clerks appointed to New York and Chicago R. P. O.; 1 clerk assigned as helper between Elkhart, Ind., and Chicago, Ill. (101.02 miles); 1 clerk assigned as helper between Toledo, Ohio, and Quincy, Mich. (82.20 miles).²² Day line.²³ Night line.²⁴ Clerks record arrival and departure at depot at

Columbus, but go to post-office for registered mail; distance, 0.83 mile.

²⁵ See route 21061, same R. P. O.²⁶ No pay fixed on 7.50 miles.²⁷ This was formerly the Toledo and La Fayette and La Fayette and Saint Louis R. P. O., consolidated April 15, 1884, and assigned to fifth division. Clerks record arrival and departure at depot Saint Louis, but go to post-office for registered mail.²⁸ Clerks on day line run in mail apartment car between Toledo and La Fayette 6 times per week.²⁹ 1 clerk detailed as chief clerk at Toledo; 1 clerk detailed as transfer clerk at La Fayette.³⁰ Covered by C., D., & St. L. R. P. O., 113.44 miles.³¹ See route 21019, same R. P. O.

TABLE Aⁿ.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Towanda and Bernice, Pa.	2	29.21	Towanda, Monroe, Pa. (Barclay).	8069 ¹	4.00	44	\$153 92
			Monroe, Bernice, Pa. (Penna. and N. Y. Canal and R. R. Co.).	8060	24.15	161	1,032 41
Tower City and Lebanon, Pa. ³	2	42.26	Tower City, Lebanon, Pa. (L. and T. Brch. Phila. and Read.).	8059	43.40	171	1,032 41
Townsend, Del., and Centreville, Md.	2	35.21	Townsend, Del., Centreville, Md. (Q., A., Kent. and Towns. Brch. P., W. and B.).	10010	35.19	138	1,504 37
Tracy City and Cowan, Tenn.	5	22.31	Tracy City, Cowan, Tenn., (Tenn. Coal and R. R. Co.).	19010	22.31	71	953 75
Tracy, Minn., and Pierre, Dak.	6	255.69	Tracy, Minn., Pierre, Dak. (Chi. and No. West.).	26031	255.71	1,753	29,953 87
Tracy, Minn., and Redfield, Dak.	6	164.14	Tracy, Minn., Redfield, Dak. (Chi. and No. West.).	26014 ⁶	164.14	1,451	15,171 45
Trenton and Adrian, Mich.	9	49.60	Trenton, Corbus, Mich. (L. S. and M. S.).	24036 ⁹	43.57	193	1,862 12
			Corbus, Adrian, Mich. (L. S. and M. S.).	24002	(¹⁰)	.....	(¹⁰)
Turkey River and West Union, Iowa.	6	58.34	Turkey River, West Union, Iowa (Chi., Mil. and St. Paul).	27039	58.01	265	2,728 21
Tallulah and Athens, Ga.	4	72.76	Athens, Belton, Ga. (N. E. of Ga.).	15025	40.53	239	1,836 81
			Belton, Tallulah, Ga. (N. E. of Ga.).	15043	33.25	153	1,088 43
Two Bridges, N. J., and Stroudsburg, Pa. ¹²	2	47.90	Two Bridges, N. J., Stroudsburg, Pa. (N. Y., Susq. and West.).	7058	47.85	143	2,045 58
Union City, Ind., and Dayton, Ohio.	5	47.48	Union City, Ind., Dayton, Ohio (Dayton and Union).	21022	47.48	262	2,232 98
Utica and Binghamton, N. Y.	2	95.70	Utica, Norwich, N. Y. (Utica Div. Del., Lack. and West.).	6041	54.28	939	4,455 30
			Norwich, Chenango Forks, N. Y. (Utica Div. Del., Lack. and West.).	6040	30.32	774	2,281 27
			Chenango Forks, Binghamton, N. Y. (Syr., Bing. and N. Y.).	6065	(¹⁵)	.....	(¹⁵)
Utica and Randallsville, N. Y. ¹⁶	2	31.47	Utica, Randallsville, N. Y. (Utica Div. Del. and Hud. Canal Co.).	6057	31.59	422	1,836 64
Vanceboro' and Bangor, Me.	1	114.44	Vanceboro', Bangor, Me. (Me. Central).	12	114.02	4,774	19,107 47
Vicksburgh, Miss., & Lanesville, La.	4	147.01	Vicksburgh, Miss., to Lanesville, La. (V., S. and P.).	30008	147.01	554	4,011 34
Villisca, Iowa, and Bigelow, Mo.	6	69.24	Villisca, Iowa, Burlington Junction, Mo. (Chi., Burl. and Qcy.).	27009	37.68	329	1,932 98
			Burlington Junction, Bigelow, Mo. (K. C., St. Jos. and C. Bluffs).	28044	32.11	308	1,619 95
Wabasha and Zumbrota, Minn.	6	59.20	Wabasha, Zumbrota, Minn. (Chi., Mil., and St. Paul).	26022	59.24	213	2,583 46

¹ Balance of route (13.19 miles) covered by closed-pouch service. (See Table C^c.)² Car and clerk shown on route 8069.³ Clerk records arrival and departure at Tower City by slips.⁴ Reserve car.⁵ One helper between Tracy, Minn., and Brookings, Dak., 64 miles.⁶ Balance of route (91.25 miles) covered by Winona and Tracy, Minn., R. P. O.⁷ Tracy to Watertown.⁸ Watertown to Redfield.⁹ Balance of route (24.83 miles) covered by Adrian and Fayette R. P. O.¹⁰ Shown in report of Monroe and Adrian R. P. O., 12.80 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1881	13	Miles. 8	14	Miles. 8	6	9,143	1	Ft. In. 8 0	Ft. In. 8 8	1	1	1
.....	July 1, 1881	13	10	14	12	6	9,143	(²)	.....	.....	(²)		
.....	July 1, 1881	9	16	10	24	6	26,455	1 41	8 3 8 0	6 4 6 3	1	1	1
.....	July 1, 1881	17	24	18	24	6	22,042	1	10 0	6 0	1	1	1
.....	July 1, 1880	5	14.83	6	14.83	6	13,966	1	3 0	7 0	1	1	1
.....	July 1, 1883	1	23	4	23	7	187,165	1	24 0	9 3	4	1	⁵ 5
.....	July 1, 1883	71	18	2	18	6	51,376	1	16 0	7 6			
.....	July 1, 1883	81	19	2	19	6	51,376	1	24 0	9 3	3	1	3
.....	April 4, 1883	121	25.42	120	24.36	6	23,036	1	14 6	7 6			
.....	.....	121	25.42	120	24.36	6	8,012	1	8 8	6 9	1	1	1
.....	July 1, 1883	29	17	30	15	6	36,541	1 111	12 2½ 15 4	7 3½ 8 6	1	1	1
.....	July 1, 1880	50	16	53	19	6	25,360	2	10 1	6 10	2	1	2
.....	Aug. 5, 1882	50	20	53	20	6	20,188						
.....	July 23, 1883	1	24	12	17	6	29,986	1	13 1	6 9	1	1	1
.....	July 1, 1880	6	25.93	1	22.80	6	29,732	1	10 10	5 7	1	1	1
.....	July 1, 1881	10	22	11	23	6	33,874	1	17 0	7 2	2	1	¹³ 2
.....	July 1, 1881	10	25	11	22	6	18,707	(¹⁴)	.....	.....	(¹⁴)		
.....	.....	10	25	11	27	6	7,328	(¹⁴)	.....	.....	(¹⁴)		
.....	July 1, 1881	2	22	1	21	6	19,700	1	16 6	6 11	1	1	1
		4	20	3	20	6	19,700						
\$4,275 75	July 1, 1881	2	21.73	71	22.08	6	71,639	¹⁷ 2	0	9 0	4	2	8
		64	22.80	11	19.01	6	71,639	1	20 0	8 9			
.....	July 1, 1882	1	14	2	14	7	107,317	1	20 0	9 6			
.....	July 1, 1883	81	19	82	19	6	23,375	1 11	10 11 9 0	6 11 8 6	2	1	2
.....	July 1, 1883	81	21	82	21	6	19,969	1	11 11	7 1	1	1	1
.....	July 1, 1883	1	13	2	14	6	38,059	1	8 0	5 9	1	1	1
								1	14 9	6 1			

¹¹ Reserve.¹² Established July 23, 1883; clerk records arrival and departure at Sparta by slips.¹³ One clerk relieves Utica and Randallsville clerk every third week.¹⁴ Car and clerks shown on route 6041.¹⁵ 11.74 miles covered by Oswego and Binghamton R. P. O.¹⁶ Double daily service. Relieved every third week by Utica and Binghamton R. P. O. clerk. Clerk records arrival and departure at Randallsville by slips.¹⁷ One of these cars is a reserve car.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						<i>Pounds.</i>	
Wadena and Fergus Falls, Minn.	6	53.36	Wadena, Fergus Falls, Minn. (North. Pac.).	26042 ¹ (part)	51.95	250	\$2,398 53
Wadesboro', N. C., and Florence, S. C.	4	66.32	Wadesboro', N. C., Cheraw, S. C. (Ch. and Salis.).	14014	26.02	88	1,112 35
			Cheraw, Florence, S. C. (Ch. and Dar.).	14006	40.90	231	1,818 41
Waldo and Wildwood, Fla.	4	76.08	Waldo, Wildwood, Fla. (Fla. Trans.).	16011	72.50	659	5,082 97
Wallula, Wash., and Portland, Oreg.	8	214.10	Wallula, Wash., Portland, Oreg. (Oreg. Ry. and Navigation Co.).	44005	214.80	6,596	40,221 30
Warm Springs, N. C., and Knoxville, Tenn.	3	91.39	Warm Springs, N. C., Morristown, Tenn. (E. Tenn., Va. and Ga.).	19009	50.32	160	2,151 18
			Morristown, Knoxville, Tenn.	19002 (part)	(⁵)	.....	(⁵)
Washington, D. C., and Charlotte, N. C.	3	382.04	Alexandria, Lynchburgh, Va. (Va. Mid.).	11002	167.71	12,094	41,296 91
			Lynchburgh, North Danville, Va. (Va. Mid.).	11016	66.34	5,481	11,684 46
			North Danville, Va., Charlotte, N. C. (Rich. and Dan.).	11006 (part)	141.74	9,206	30,539 29
			Washington, D. C., Alexandria, Va. (Alex. and Wash.).	11018	(⁸)	.....	(⁸)
Washington and Evansville, Ind.	5	58.64	Washington, Evansville, Ind. (I. and E.).	22026	58.30	126	2,492 32
Washington, D. C., and Richmond, Va.	3	116.93	Washington, D. C., Richmond, Va. (R., F. and P.).	11001	116.00	18,400	36,498 24
Watertown and Madison, Wis.	6	38.80	Watertown, Madison, Wis. (Chi., Mil. and St. Paul).	25005	39.00	247	1,767 48
Watertown and Utica, N. Y. ¹⁴	2	91.93	Watertown, Utica, N. Y. (Utica and Black River).	6087	91.97	2,136	11,952 42
Way Cross, Ga., and Chattahoochee, Fla.	4	164.21	Way Cross, Ga., Thomasville, Ga. (S., F. and W.).	15018 ¹⁵ (part)	104.54	381	5,810 33
			Thomasville, Ga., Climax, Ga. (S., F. and W.).	15031 ¹⁶ (part)	27.40	98	1,171 35
			Climax, Ga., Chattahoochee, Fla.	15044	31.65	1,544	No p fixed.
Wells River and Montpelier, Vt.	1	38.64	Wells River, Montpelier, Vt. (Mont. and Wells Riv.).	2012	38.80	528	2,521 22
Wellsville, N. Y., and Bradford, Pa. ¹⁸	2	56.65	Wellsville, N. Y., Eldred, Pa. (Bradford, Eldred and Cuba).	6049	33.14	162	1,416 73
			Eldred, Kinzua Junction, Pa. (Brad., B. and K.).	8133	14.25	60	670 17
			Bradford, Kinzua Junction, Pa. (Brad., B. and K.).	8132 ²¹ (part)	10.21	101	436 48
West Lebanon, Ind., and Le Roy, Ill.	6	76.20	West Lebanon, Ind., Le Roy, Ill. (Wab., St. L. and Pac.).	23058	76.67	160	3,277 64

¹ Balance of route, Fergus Falls, Minn., to Milnor, Dak. (66.91 miles), covered by closed pouches. See Table C^c.

² Reserve.

³ Shown on Helena and Heron R. P. O.

⁴ 1 chief clerk at Portland.

⁵ Covered by Bristol and Chattanooga R. P. O., 40.68 miles.

⁶ 1 in reserve.

⁷ 3 helpers between Washington and Charlottesville; 1 detailed to office superintendent Railway Mail Service, third division; 1 transfer clerk at Charlottesville, Va.; 1 acting clerk. Clerks on train No. 50, day line south,

return on train No. 53, night line north; clerks on train No. 52, night line south, return on train No. 51, day line north.

⁸ 6 miles covered by Washington and Richmond R. P. O.

⁹ See Richmond and Wilmington R. P. O. Same cars in use on both lines.

¹⁰ 2 chief clerks; 1 stenographer office superintendent third division Railway Mail Service; 2 transfer clerks at Washington, D. C.; 1 on detail in the Richmond and Clifton Forge R. P. O.; 2 on detail in the Post-Office Department; 3 on detail in office General Superintendent Railway Mail Service; 1 acting clerk.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	July 1, 1883	9	<i>Miles.</i> 13	10	<i>Miles.</i> 11	6	33,403	²¹ 1	<i>Ft. In.</i> 23 9 18 3	<i>Ft. In.</i> 9 0 9 3	1	1	1
.....	Sept. 8, 1880	2	16	1	16	6	15,913	1	13 6	8 4	1	1	1
.....	July 1, 1880	2	16	1	16	6	25,603						
.....	Mar. 1, 1883	9	12	10	15	6	47,626	1	11 6	6 10	1	1	1
.....	Apr. 1, 1884	1	18.49	2	17.72	7	156,721	(³)	24 0	9 0	4	1	45
.....	July 1, 1880	35	16.20	36	16.54	7	66,715	1 1	14 0 13 9	9 2 9 4	2	1	2
.....	.....	.....	.....	.....	.....	.....	.....	1	15 0	9 2			
\$13,416 80	July 1, 1881	50	25.39	51	24.17	7	122,076	} ⁶¹⁰	49 3	9 2	6 6	3 2	735
5,307 20	July 1, 1881	52	28.33	53	29.50	7	122,076						
	.....	50	22.42	51	22.42	7	47,742						
	.....	52	26.15	53	27.06	7	47,742						
11,339 20	July 1, 1881	50	24.00	51	24.34	7	93,660						
	.....	52	30.42	53	30.42	7	93,660						
175 00	.....	50	14.44	51	14.44	7	5,073	}					
	.....	52	14.44	53	12.00	7	5,073						
.....	Jan. 1, 1884	13	12.80	14	11.36	6	18,295	1	5 11	6 9	1	1	1
13,920 00	July 1, 1881	48	24.13	47	25.77	7	85,359	(⁹)	.....	.....	2	3	1023
	.....	42	23.20	43	25.77	¹¹⁶ ₁	79,277	.....	.....	.....	2	2	
	.....	40	31.94	(¹²)	.....	6	42,679	.....	.....	.....	2	3	
	.....							.....	.....	.....	¹³² ¹³² 1	2	
.....	July 1, 1883	23	27	24	27	6	24,289	1	11 0	7 5	1	1	1
.....	.....	27	26	28	31	6	24,289	1	16 8	7 7			
.....	July 1, 1881	1	23	4	22	6	57,549	1	17 0	6 0	(¹⁴)		
.....	July 1, 1880	7	26	8	27	7	76,767	}	17 3 14 0	9 0 8 10	3	1	3
.....	July 1, 1880	7	27	8	27	7	20,002	1 1					
.....	May 15, 1883	7	31	8	31	7	23,104						
.....	July 1, 1881	6	20.83	1	20.83	6	24,188	1 ¹⁷¹	9 7 12 0	7 0 7 0	1	1	1
.....	July 5, 1882	4	16	3	16	6	20,724	1 ¹⁹²	7 5 7 11	5 0 5 2	1	1	1
.....	July 1, 1881	4	15	3	15	6	8,792	(²⁰)	.....	.....	(²⁰)		
.....	July 1, 1881	4	14	3	14	6	5,891	(²⁰)	.....	.....	(²⁰)		
.....	July 1, 1883	71	13	72	12	6	47,701	2	7 10	6 6	2	1	2

¹¹ Train No. 42 does not run on Sundays.¹² Clerks on train No. 40 return on train No. 47.¹³ These 4 crews on detail in the New York and Washington R. P. O. to make a separation of mails for connecting lines at Washington, D. C.¹⁴ See Ogdensburgh and Utica R. P. O. (Long run.)¹⁵ Balance of route covered by Albany and Thom- asville R. P. O., 48 miles.¹⁶ Balance of route covered by closed-pouch serv- ice (9.60 miles) Climax to Bainbridge. (See Table C.)¹⁷ Reserve car.¹⁸ Clerk records arrival and departure at Bradford by slips.¹⁹ Reserve cars.²⁰ Cars and clerk shown on route 6049.²¹ Balance of route (15.84 miles) covered by closed- pouch service. (See Table C.)

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run in miles by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company in parentheses).	Number of route.	Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Annual pay June 30, 1884, for transportation.
						Pounds.	
<i>West Liberty and Council Bluffs, Iowa.</i>	6	279.36	West Liberty, U. P. Transfer, Iowa (Chi., R. Isl. and Pac.).	27014 ¹ (part)	279.10	4,827	\$37,608 72
West Point, Miss., and Mobile, Ala.	4	232.99	West Point, Miss, Mobile, Ala. (M. and O.).	18004 ⁵ (part)	232.50	1,320	14,473 12
West Point and Richmond, Va.	3	39.07	West Point, Richmond, Va. (R., Y., R. and C.).	11007	40.50	314	2,043 22
West Winsted and Bridgeport, Conn.	1	62.22	Winsted, Bridgeport, Conn. (Naugatuck).	5011	62.03	1,327	6,152 13
Whiting and Tuckerton, N. J. ⁹	2	29.59	Whiting, Tuckerton, N. J. (Tuckerton).	7032 ¹⁰ (part)	29.00	214	1,264 69
White River Junction, Vt., and Springfield, Mass.	1	124.39	White Riv. Junct., Windsor, Vt. (Ct. Ver.).	2002 ¹¹ (part)	(¹²)	.....	(¹²)
			Windsor, Bellows Falls, Vt. (Sullivan).	2004	(¹⁴)	.....	(¹⁴)
			Bellows Falls, Brattleboro', Vt. (Ver. Valley).	2005	(¹⁵)	.....	(¹⁵)
			Brattleboro', So. Vernon, Vt. (Ct. Ver.).	3062 ¹⁶ (part)	(¹⁷)	.....	(¹⁷)
			So. Vernon, Vt., Springfield, Mass. (Conn. Riv.).	3067	(¹⁸)	.....	(¹⁸)
Wichita Falls and Fort Worth, Tex.	7	114.10	Wichita Falls, Ft. Worth, Tex. (Ft. W. and D. City).	31037	115.44	476	7,205 76
Williamsburg, Mass., and New Haven, Conn.	1	85.59	Williamsburg, Mass., New Haven, Conn. (New Hav. and Northampton).	5010	85.17	1,382	8,666 04
<i>Williamsport, Pa., and Baltimore, Md.</i>	2	179.83	Williamsport, Sunbury, Pa. (No. Central).	8022 ¹⁹ (part)	39.81	5,513	6,011 73
			Sunbury, Pa., Baltimore, Md. (No. Central).	10002	137.80	6,989	26,391 45
Williamsport and Erie, Pa.	2	249.68	Williamsport, Erie, Pa. (P. and E. Div., Penna.).	8022 ²² (part)	248.68	1,480	20,491 94
Williamsport and Reading, Pa.	2	141.37	Williamsport, Port Clinton, Pa. (C. and W. Branch, Phila. and Read.).	8014	121.66	503	6,033 11
			Port Clinton, Reading, Pa. (Phila. and Read.).	8002	(²⁴)	.....	(²⁴)
Willimantic and New Haven, Conn.	1	54.69	Willimantic, New Haven, Conn. (N. Y., N. H. and Hart.).	5014	54.62	2,834	7,518 98
<i>Wilmington, N. C., and Charleston, S. C.</i>	4	213.53	Wilmington, N. C., Florence, S. C. (W., C. and A.).	14002 (part)	110.00 ²⁶	4,496	18,245 70
			Florence, Charleston, S. C. (N. E.).	14005	102.00	4,312	16,395 48
Wilmington and Charlotte, N. C.	3	188.40	Wilmington, Charlotte, N. C. (C. C.).	13003	188.89	323	9,690 05
Wilmington, Del., and Landenburgh, Pa.	2	20.38	Wilmington, Del., Landenburgh, Pa. (Balto. and Phila.).	9505	20.55	83	878 51
Winchendon and Palmer, Mass.	1	49.94	Winchendon, Palmer, Mass. (Bos. and Albany).	3030	49.67	311	2,505 85

¹ Balance of route (38.85 miles) covered by Chicago, Ill., and West Liberty, Iowa, R. P. O.² Day line.³ 1 clerk detailed to Burlington and Council Bluffs, Iowa, R. P. O.⁴ Night line.⁵ Balance of route shown on Cairo and West Point R. P. O., 263.34 miles.⁶ Cars on Cairo and West Point R. P. O. run through to Mobile, Ala.⁷ 1 of these cars is a reserve car.⁸ Reserve car.⁹ Double daily service.¹⁰ Balance of route (7.73 miles) covered by closed-pouch service. See Table C^c.¹¹ Balance of route covered by Saint Albans and Boston R. P. O., 96 miles.¹² Covered by Newport and Springfield R. P. O., 14.13 miles.¹³ 1 clerk, as helper, runs 3 days every week. The Keene and Springfield clerk runs between West Northfield and Springfield, Mass., as assistant to these clerks. See note, that line.¹⁴ Covered by Newport and Springfield R. P. O., 26.32 miles.¹⁵ Covered by Newport and Springfield R. P. O., 24.02 miles.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
			<i>Miles.</i>		<i>Miles.</i>				<i>Ft. In.</i>	<i>Ft. In.</i>			
\$14,181 50	Apr. 1, 1884	²³ 23		4 24		6	174,879	3	50 0	9 0	24	2	313
		41 23		2 23		6	174,879				44	1	
.....	May 22, 1882	2 23		1 24		7	170,083	(⁶)			4	1	4
.....	July 1, 1881	50 18.32		51 19.12		6	24,458	1	10 6	6 8	1	1	1
.....	July 1, 1881	5 23.15		16 23.01		6	38,950	⁷³	16 0	6 0	2	1	2
.....	July 1, 1881	15 22.31		10 22.86		6	38,950	⁸¹	13 0	6 0			
.....	July 1, 1881	2 29		1 26		12	37,047	1	3 0	6 11	1	1	1
.....		4 27		3 17			7,488						
.....		15 16.80		23 24		6							
.....		15 22.28		23 23.50		6	15,769						
.....		15 24		23 26.17		6	15,036	⁷²	26 6	6 5	2	1	133
.....		15 22.21		23 19.99		6	6,435						
.....		15 22.55		23 22.21		6	33,140						
.....	Aug. 1, 1883	1 22		2 22		7	83,521	2	17 3	9 3	2	1	2
.....	July 1, 1881	55 27.60		22 29.38		6	53,579	1	15 4	6 7	3	1	3
		57 26.58		10 27.45		6	53,579	1	14 10	6 10			
								1	9 9	6 7			
995 25	July 1, 1881	4 26		²⁰³ 22		6	25,399	⁸¹	10 6	6 8	3	4	12
3,445 00	July 1, 1881	4 26		3 24		6	87,275	(²¹)			(²¹)		
.....	July 1, 1881	3 23		10 24		6	156,300	2	15 0	8 0	4	1	235
.....	July 1, 1881	4 23		1 22		6	75,746	⁸¹	15 0	8 0			
.....								2	11 6	8 8	2	1	2
.....		4 30		1 30		6	12,752	(²⁵)			(²⁵)		
.....	July 1, 1881	2 28.17		1 27		6	34,235	1	14 0	6 10	1	1	1
8,800 00	July 1, 1880	40 33		47 33		7	81,030	(²⁷)1	49			2	11
		²⁸ 42 27.50		43 27.50		7	81,030	1	44 6	8			
								1	42 6	8 10	3	1	
5,100 00	July 1, 1880	40 29		47 25		7	74,847						
		42 25.50		43 25.50		7	74,847	(²⁹)2	49 2	8 2			
.....	July 1, 1881	1 16.26		2 16.62		6	117,938	(³⁰)4	13 4	8 8	3	1	3
.....	July 1, 1881	4 13		3 14		6	12,759	³¹²	7 6	6 10	1	1	1
.....	July 1, 1881	9 16.47		4 14.82		6	31,262	⁷²	10 0	6 0	1	1	1

¹⁶ Balance of route covered by Brattleboro' and Palmer R. P. O., 11.11 miles.¹⁷ Covered by Brattleboro' and Palmer R. P. O., 10.28 miles.¹⁸ Covered by Newport and Springfield R. P. O.¹⁹ Balance of route (248.68 miles) covered by Williamsport and Erie R. P. O.²⁰ Train 3 is train 9 from Baltimore to Harrisburg.²¹ Cars and clerks shown on route 8022.²² Balance of route (39.81 miles) covered by Williamsport and Baltimore R. P. O.²³ 1 clerk on Sheffield and Erie R. P. O., short run.²⁴ 20 miles covered by Pottsville and Philadelphia R. P. O.²⁵ Cars and clerks shown on route 8014.²⁶ Balance of route shown on Florence and Columbia, 83 miles.²⁷ See Charleston and Jacksonville R. P. O.²⁸ Postal car, with no clerks, attached to express train No. 48, Wilmington to Florence; goes south with postal clerks on train 42, Florence to Charleston, S. C.²⁹ Reserve cars.³⁰ 2 in reserve.³¹ 1 reserve car.

TABLE A^a.—Statement of railway post-offices in operation

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Winchendon and Worcester, Mass.	1	38.05	Winchendon, Worcester, Mass. (Bos., Barre and Gard.).	3057	(¹)	Pounds.	(¹)
Winona and Tracy, Minn..	6	229.43	Winona, St. Peter, Minn. (Winona and St. Peter). St. Peter, Tracy, Minn. (Winona and St. Peter).	26015 26014 ⁵ (part)	139.80 91.25	4,101 250	\$17,690 29 7,614 81
Worcester, Mass., and Norwich, Conn.	1	59.72	Worcester, Mass., Norwich, Conn. (N. Y. and N. Eng.).	5001	60.69	1,060	5,344 96
Worcester, Mass., Providence, R. I.	1	44.14	Worcester, Mass., Providence, R. I. (Prov. and Wor.).	4001	43.92	1,302	4,318 65
Xenia, Ohio, and Richmond, Ind.	5	58.17	Xenia, Dayton, Ohio (P., C. and St. L.). Dayton, Ohio, Richmond, Ind. (P., C. and St. L.).	21011 21030	16.89 42.16	675 363	1,198 68 2,271 15
Yates City and Rushville, Ill.	6	63.95	Yates City, Rushville, Ill. (Chi., Burl. and Q'cy.).	23008	63.94	536	4,154 82
York and Peach Bottom, Pa.	2	40.83	York, Peach Bottom, Pa. (York and Peach Bottom.)	8092	40.07	290	1,953 01
Ypsilanti and Hillsdale, Mich.	9	62.03	Ypsilanti, Hillsdale, Mich. (L. S. and M. S.).	24024	65.52	304	3,249 14

RECAPITULATION.

Division.	Number of railway post-office lines.	Number of crews.	Number of railway postal clerks at work on lines.	Whole number of clerks in the service.	Miles run by clerks from register to register.	Miles of railroad over which clerks run.	Annual miles of railroad service performed by clerks.	Annual pay for transportation.
First	81	182	328	368	7,102.16	4,993.76	6,237,540	\$791,250 58
Second	157	299	488	560	13,591.49	11,161.93	11,147,083	1,453,935 90
Third	46	139	198	224	5,741.78	5,338.95	5,250,528	683,560 10
Fourth	63	179	219	242	9,516.55	9,102.78	7,951,564	821,827 35
Fifth	117	367	638	686	18,977.40	15,336.07	14,684,033	1,908,891 47
Sixth	201	526	776	827	29,262.83	26,915.93	21,186,781	3,235,612 65
Seventh	104	319	439	468	19,183.76	17,880.72	15,689,254	1,921,711 54
Eighth	29	90	107	115	5,902.27	5,464.58	4,236,031	721,832 54
Ninth	47	139	390	419	6,944.03	5,945.84	6,257,285	1,401,873 32
Total...	845	2,240	3,583	73,909	116,223.27	102,140.56	92,640,099	\$12,940,495 45

Total miles of railroad route (including terminal distances from depots to post-offices) ..	117,160
Total miles of railroad route over which railway postal clerks run	102,141
Total miles of railroad route upon which there is no service by railway postal clerks...	15,019
Total annual miles of railway postal service by clerks	92,640,099
Total annual miles of railway service, express mails, and closed pouches	49,901,293
Average annual distance run by each postal clerk	41,283
Total number of letters, pieces of ordinary mail matter, registered packages, and through registered pouches handled	4,536,697,326
Average daily number of pieces of mail handled by each postal clerk	3 193
Total number of errors in distribution	1,167,223
Average annual number of errors made by each postal clerk	299
Average daily miles run by each postal clerk	113
Cost of transportation by railroad	\$12,940,495 45
Cost of railway post-office cars	1,815,986 96
Total annual cost of the service	14,756,482 41

¹ Covered by Peterboro' and Worcester R. P. O., 37.92 miles.

² The cars used by Peterboro' and Worcester R.

P. O. are also used on this line; shown in column No. 17, that line. See note, that line.

in the United States on June 30, 1884—Continued.

Annual pay for railway postal cars June 30, 1884.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Round trips with clerks, per week.	Annual miles of service with clerks.	Mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (cars paid for in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
.....	.....	6	Miles. 23.36	11	Miles. 19.30	6	23,819	(²)	Ft. In.	Ft. In.	1	1	³ 2
.....	July 1, 1883	3	22	4	18	6	87,515	⁴ 2	35 4	9 3	4	1	4
.....	Dec. 20, 1880	3	25	4	21	6	56,108						
.....	July 1, 1881	6	22.50	9	21.41	6	37,386	1	12 2	7 0	1	1	1
.....	July 1, 1881	8 36	24.79 22.63	33 7	21.70 21.70	6 6	27,632 27,632	2 ⁶ 1	16 4 16 7	6 8 6 8	2	1	2
.....	July 1, 1880	7	23.78	4	20.34	6	10,573	1	19 10	8 4	1	1	1
.....	July 1, 1880	7	27.58	4	21.08	6	25,841						
.....	July 1, 1883	153	20	154	20	6	40,033	1	16 8	8 9½	1	1	1
.....	Sept. 4, 1883	3	17	2	18	6	25,550	1 ⁶ 1	8 7 13 8	7 6 7 6	1	1	1
.....	Apr. 4, 1883	153	21.60	154	24.48	6	38,830	1 .	8 8	6 9	1	1	1

RECAPITULATION.

Annual pay for railway post-office cars.	Number of cars and apartments.					Total number of letters and pieces of ordinary mail matter handled.	Total registered packages handled.	Total through registered pouches handled.
	Whole cars in use.	Whole cars in reserve.	Apartments in use.	Apartments in reserve.	Total cars and apartments.			
\$117,273 22	18	2	117	61	198	372,792,510	1,269,567	64,332
201,691 75	25	14	192	131	362	542,981,750	2,388,524	109,557
132,194 05	37	9	64	9	119	225,827,010	1,154,940	54,893
109,397 95	30	10	92	25	157	312,507,290	1,711,384	52,508
324,363 94	53	12	180	36	281	785,262,290	2,082,281	158,709
376,844 38	90	28	277	41	436	906,341,610	3,493,557	86,631
143,032 95	43	17	186	22	268	747,584,430	2,518,210	47,750
58,010 25	16	2	43	6	67	131,553,320	730,725	12,695
354,313 17	37	8	68	9	122	494,811,690	974,718	124,445
1,815,986 96	349	102	1,219	340	2,010	4,519,661,900	16,323,906	711,520

The divisions are constituted as follows: 1st division, Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut; 2d division, New York, New Jersey, Pennsylvania, Delaware, and the Eastern Shore of Maryland; 3d division, Maryland (excluding the Eastern Shore), Virginia, West Virginia, North Carolina, and the District of Columbia; 4th division, South Carolina, Georgia, Florida, Alabama, Mississippi, and Louisiana; 5th division, Ohio, Indiana, Kentucky, and Tennessee; 6th division, Wisconsin, Illinois, Iowa, Nebraska, Minnesota, Upper Peninsula of Michigan, and the Territories of Dakota and Wyoming; 7th division, Missouri, Kansas, Arkansas, Texas, Colorado, and the Indian Territory and Territory of New Mexico; 8th division, California, Nevada, Oregon, and the Territories of Alaska, Arizona, Idaho, Montana, Utah, and Washington; 9th division, the through mails via Buffalo, Suspension Bridge, Toledo, and Detroit, the lines of the Lake Shore and Michigan Southern Railroad, and the Lower Peninsula of Michigan.

³ 1 clerk detailed as transfer clerk at Worcester, Mass.

⁴ Whole cars.

⁵ Balance of route (164.14 miles) covered by Tracy, Minn., and Redfield, Dak., R. P. O. Reserve car.

⁷ 23 of these are acting clerks and are not borne on the rolls of the Department.

⁸ This column, as also the foregoing table, shows the cost of transportation only on routes and parts of routes on which there is railway post-office service.

TABLE B^b.—Statement of steamboat mail service, with postal clerks, in operation

Railway mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Alpena and Bay City, Mich.	9	24099	Alpena, Bay City, Mich...	Cole & Holt	126
Baltimore and Benedict, Md.	3	10098	Baltimore, Benedict, Md..	Henry Williams	123. 50
Baltimore and Crisfield, Md.	3	10094	Baltimore, Md., Wilson's Wharf, Va.	Eastern Shore Steamboat Company.	150
Baltimore, Md., and Fredericksburgh, Va.	3	11100	Fredericksburgh, Va., Baltimore, Md.	Weems line of steamers (Henry Williams).	293. 50
Baltimore and Freeport, Md.	3	10099	Baltimore, Freeport, Md..	Maryland Steamboat Company, Howard B. Ensign, president.	200
Baltimore, Md., and Norfolk, Va.	3	11096	Norfolk, Va., Baltimore, Md.	Baltimore Steam Packet Company.	200
Bayou Sara and Baton Rouge, La.	4	30084	Bayou Sara, Baton Rouge, La.	.....	32
	2	6768	Brooklyn, N. Y., Jersey City, N. J.	Brooklyn Annex Company.	2. 50
Cairo, Ill., Memphis, Tenn.	7	28099	Saint Louis, Mo., Memphis, Tenn.	Saint Louis and Vicksburgh Packet Company (Anchor Line).	265
Canandaigua and Naples, N. Y.	2	6884	Canandaigua, Naples, N. Y.	Canandaigua Navigation Company.	21
Chattanooga and King's Creek, Tenn.	5	19099	Chattanooga, King's Creek, Tenn.	J. P. and W. E. Kendrick..	109
Demopolis and Mobile, Ala.	4	17097	Demopolis, Mobile, Ala...	.....	240
Elmot, Ark., Memphis, Tenn.	7	29099	Elmont, Ark., Memphis, Tenn.	.....	99
Evansville, Ind., and Bowling Green, Ky.	...	20099	Evansville, Ind., Bowling Green, Ky.	C. G. Smallhouse	198
Evansville, Ind., and Cairo, Ill.	6	20098	Evansville, Ind., Cairo, Ill.	.....	202
Faisonía and Vicksburgh, Miss.	4	18099	Faisonía, Vicksburgh, Miss.	.....	209
Franklin, Va., and Edenton, N. C.	3	.....	Franklin, Va., Edenton, N. C.	Albemarle Steamboat Navigation Company.	108
Gallipolis, Ohio, and Huntington, W. Va.	3	21100	Huntington, W. Va., Gallipolis, Ohio.	William Bay.....	45. 50
Geneva and Watkins, N. Y.	2	6765	Geneva, Watkins, N. Y ...	Seneca Lake Steam Navigation Company.	47
Greenwood and Vicksburgh, Miss.	4	18100	Greenwood, Vicksburgh, Miss.	.....	242

in the United States at any time during the year ended June 30, 1884.

Annual miles of service.	Number of round trips with clerks per week.	Number of steamboats on line.	Dimensions of mail apartments.		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks—Connections with railway post-offices, &c.
			Length, feet and inches.	Width, feet and inches.				
32,084	6	2	10 0	5 0	2	1	1	Connects at Bay City, Mich., with Bay City and Detroit and Bay City, Wayne and Detroit R. P. O's. Service by clerks discontinued November 15, 1883.
25,688	2	1	13 0	5 0	2	1	2	
76,960	6	2	9 0	10 0	4	1	4	Baltimore to Crisfield (110 miles) 6 times a week. Crisfield to Wilson's Wharf (40 miles) twice a week.
		1	8 6	8 6				
61,048	2	1	7 10	5 9	2	1	2	
		1	9 0	7 0				
41,600	2	1	10 0	3 0	1	1	1	
124,800	6	1	10 6	7 0	2	1	2	Connects at Norfolk with Norfolk and Raleigh R. P. O.
		1	10 0	6 0				
20,032	6	1	8 0	4 0	1	1	1	Connects at Baton Rouge, La., with New Orleans and Marshall R. P. O.
9,420	.....	.....	.....	.....	.....	.....	.....	36 round trips per week; closed-pouch service only. Connects with New York and Washington R. P. O., New York and Pittsburgh R. P. O., and New York Philadelphia R. P. O.
82,942	3	2	8 4	6 9	3	1	3	Makes all Cairo, Ill., and Memphis, Tenn., connections; also connects at Columbus, Ky., with Saint Louis and Columbus R. P. O.; at Hickman, Ky., with Nashville and Hickman R. P. O., and at Elmot, Ark., with Elmot and Memphis River R. P. O.
		2	8 4	7 0				
		1	7 9	6 10				
		1	7 4	8 0				
8,792	6	2	4 0	6 0	1	1	1	Service for 8 months only. Connects with Canandaigua and Elmira R. P. O., Canandaigua and Batavia R. P. O., Syracuse, Auburn and Rochester R. P. O., Albany and Rochester R. P. O.
22,817	2	1	8 3	6 0	1	1	1	Connects at Chattanooga, Tenn., with Bristol and Chattanooga, Chattanooga and Memphis, Nashville and Chattanooga, Chattanooga and Atlanta, Chattanooga and Meridian, and Cincinnati and Chattanooga R. P. O's.
		1	6 0	6 0				
24,960	1	1	6 0	5 0	1	1	1	Connects at Mobile with Montgomery and New Orleans and Western Pacific and Mobile R. P. O's; connects at Demopolis with Selma and Meridian R. P. O.
31,086	3	1	7 0	6 0	1	1	1	Makes all Memphis, Tenn., connections, and connects at Elmot, Ark., with Cairo and Memphis River R. P. O.
41,448	2	2	6 0	6 0	1	1	1	Connects at Evansville, Ind., with Evansville and Cairo; Evansville, Fort Branch and Mount Vernon; Evansville and Nashville; Evansville and Saint Louis; Jasper and Evansville; Peoria and Evansville; Louisville and Evansville, and Terre Haute and Evansville R. P. O's. Connects at Livermore and South Carrollton, Ky., with Owensborough and Russellville R. P. O. Connects at Bowling Green, Ky., with Bowling Green and Memphis, Cincinnati and Nashville, and Louisville and Nashville R. P. O's.
126,452	6	4	7 10	6 2½	3	1	3	
			8 0	6 3				
			9 0	5 8				
			8 0	6 0				
21,736	1	1	(1)	.....	1	1	1	Connects at Vicksburgh with Meridian and Vicksburgh R. P. O. and Vicksburgh and Lanesville R. P. O.
								¹ Mails carried in cabin.
33,696	3	1	8 2	6 9	1	1	1	
28,392	6	1	8 3	6 0	1	1	1	
29,516	6	2	7 8	5 6	2	1	2	Connects with Syracuse, Auburn and Rochester R. P. O., Canandaigua and Elmira R. P. O., Albany and Rochester R. P. O., Geneva and Wellsborough R. P. O., Lyons and Sayre R. P. O.
25,168	1	1	(2)	.....	1	1	1	Connects at Vicksburgh with Meriden and Vicksburgh R. P. O. and Vicksburgh and Lanesville R. P. O.
								² Mails carried in cabin.

TABLE B^b.—Statement of steamboat mail service with postal clerks in operation in

Railway mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Jacksonport, Ark., Terrene, Miss.	7	29093	Jacksonport, Ark., Terrene, Miss.	.....	390.50
Jacksonville and Enterprise, Fla.	4	16097	Jacksonville, Enterprise, Fla.	.....	206.94
Jamestown and Mayville, N. Y.	2	6770	Jamestown, Mayville, N. Y.	Chautauqua Lake Transportation Company.	21
Johnsonville, Tenn., and Waterloo, Ala.	...	20100	Johnsonville, Tenn., Waterloo, Ala.	W. G. Brown.....	148
Lester, Ark. (n. o.), Memphis, Tenn.	7	29094	Lester, Ark., Memphis, Tenn.	.....	328
Loudon and Kingston, Tenn.	...	19098	Loudon, Kingston, Tenn..	W. S. Allison.....	30
Louisville, Ky., and Evansville, Ind.	...	20097	Louisville, Ky., Evansville, Ind.	W. C. Hite.....	217
Machiasport and Portland, Me.	1	97	Machiasport, Portland, Me.	Portland, Bangor and Machiasport Steamship Company.	232 ²
Memphis, Tenn., and Friar's Point, Miss.	4	29050	Memphis, Tenn., Friar's Point, Miss.	.....	111
Memphis, Tenn., and Vicksburgh, Miss.	4	29064	Memphis, Tenn., Greenville, Miss.	.....	261
		29063	Greenville, Vicksburgh, Miss.	.....	155
Monroe and Red River Landing, La.	4	29068	Monroe, Red River Landing, La.	.....	285
Natchez, Miss., and Bayou Sara, La.	4	30092	Natchez, Miss., Bayou Sara, La.	.....	110
New Orleans and Hope Villa, La.	4	30097	New Orleans, Hope Villa, La.	.....	119
New Orleans and Port Eads, La.	4	30100	New Orleans, Port Eads, La.	.....	128

the United States at any time during the year ended June 30, 1884—Continued.

Annual miles of service.	Number of round trips with clerks per week.	Number of steamboats on line.	Dimensions of mail apartments.		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks—Connections with railway post-offices &c
			Length, feet and inches.	Width, feet and inches.				
81,745	2	1	7 0	6 3	2	1	2	Connects at Newport, Ark., with Saint Louis and Texarkana R. P. O. and Newport and Batesville R. R.; at De Vall's Bluff, Ark., with Memphis and Little Rock R. P. O.; at Clarendon, Ark., with Cairo and Texarkana R. P. O. and Helena and Clarendon R. P. O.; at Terrene, Miss., with Memphis and Vicksburgh River R. P. O. and Pine Bluff and Terrene River R. P. O.
		1	7 0	6 3				
129,544	6	1	10 0	5 2	5	1	6	Connects at Jacksonville with Charleston and Jacksonville and Jacksonville and Pensacola R. P. O's; at Sanford with Sanford and Tampa R. P. O.; 1 clerk detailed as transfer clerk at Toccol, Fla.
		1	8 7	7 2				
		1	8 6	6 6				
		1	8 3	6 2				
		1	9 0	6 5				
4,396	12	1	8 0	7 6	1	1	1	Service for 2 months only; connects with Buffalo and Jamestown R. P. O., Buffalo and New Castle R. P. O., Salamanca and Kent R. P. O.
		4	7 0	5 0				
30,981	2	2	(¹)	.....	4	1	4	These clerks are the clerks of the steamboats on which they run.
34,221	1	2	Boat's office.		1	1	1	¹ No mail apartment. Connects at Johnsonville, Tenn., with Nashville and Hickman R. P. O.
18,840	6	1	8 6	6 0	1	1	1	Makes all Memphis, Tenn., connections, and connects at Madison, Ark., with Memphis and Little Rock R. P. O.
68,138	3	3	6 0	6 0	3	1	3	Connects at Loudon, Tenn., with Bristol and Chattanooga R. P. O.
								Connects at Louisville, Ky., with Chicago and Louisville, Cincinnati and Louisville, Cincinnati, North Vernon and Louisville, Cincinnati and Nashville, Louisville and Nashville, Louisville and Paducah, Louisville and Knoxville, Louisville and Bloomfield, Louisville and Mount Vernon, Lexington and Louisville, and Indianapolis and Louisville R. P. O's; connects at Owensboro', Ky., with Owensboro' and Russellville R. P. O.; connects at Evansville, Ind., with Evansville and Cairo, Evansville and Nashville, Evansville, Fort Branch and Mount Vernon Evansville and Saint Louis, Peoria and Evansville Jasper and Evansville, and Terre Haute and Evansville R. P. O's.
14,976	....	1	9 0	10 0	1	1	1	² The distance as given by the Department is 324 miles from Boston. As the agent only performs service between Portland and Machiasport (232 miles), the annual miles of service is computed from that point.
32,743	3	2	6 0	6 0	1	1	1	Connects at Memphis with Chattanooga and Memphis, Bowling Green and Memphis, Kansas City and Memphis, Memphis and Little Rock, Memphis and Grenada, and Paducah and Memphis R. P. O's.
81,848	3	1	12 0	6 0	5	1	5	Connects at Memphis with Chattanooga and Memphis, Bowling Green and Memphis, Kansas City and Memphis, Memphis and Little Rock, Memphis and Grenada, and Paducah and Memphis R. P. O's.
48,360	---	1	8 8	6 4				Connects at Memphis with Chattanooga and Memphis, Bowling Green and Memphis, Kansas City and Memphis, Memphis and Little Rock, Memphis and Grenada, and Paducah and Memphis R. P. O's.
		1	8 7	7 9				
		1	7 4	7 10				
		1	8 6	7 8				
		1	7 2	8 2				
29,640	1	3	(³)	.....	3	1	3	Connects at Monroe with Vicksburgh and Lanesville R. P. O.
34,430	3	1	7 9	6 6	1	1	1	³ Mails carried in cabin.
24,752	2	1	(⁴)	.....	1	1	1	Connects at Natchez with Jackson and Natchez R.P.O.
								Connects at New Orleans, La., with Cairo and New Orleans, Montgomery and New Orleans, New Orleans and Alexandria, New Orleans and Houston, and New Orleans and Marshall R. P. O's.
62,283	(⁵)	2	6 0	5 0	2	1	2	⁴ Mails carried in cabin.
		1	6 0	8 0				Connects at New Orleans with Cairo and New Orleans, Montgomery and New Orleans, New Orleans and Alexandria, New Orleans and Houston, and New Orleans and Marshall R. P. O's.
		1	6 0	6 0				⁵ 79 miles covered 6 times a week (New Orleans to Buras); 37 miles covered 3 times a week (Buras to Port Eads); 12 miles covered 1 time a week (side supply to Pilot Town).

TABLE B^b.—Statement of steamboat mail service with postal clerks in operation in

Railway mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Norfolk and Richmond, Va.	3	11099	Norfolk, Richmond, Va...	L. B. Tatum, superintendent Virginia Steamboat Company.	151
Parkersburgh, W. Va., and Pomeroy, Ohio.	...	12099	Parkersburgh, W. Va., Pomeroy, Ohio.	Williams & Moddy	87.5
	2	6853	Penn Yan, Hammondsport, N. Y.	Kenka Navigation Company.	21
Pine Bluff, Ark., Terrene, Miss.	7	29095	Pine Bluff, Ark., Terrene, Miss.	.....	140
	2	6764	Plattsburgh, N. Y., Burlington, Vt.	Champlain Transportation Company.	24
Portland and Astoria, Oreg.	8	44100	Portland, Astoria, Oreg...	Oregon Railway and Navigation Company.	98
Port Townsend and New Tacoma, Wash.	8	43099	New Tacoma, Port Townsend, Wash.	do	95.75
Portsmouth and Cincinnati, Ohio.	5	21099	Portsmouth, Cincinnati, Ohio.	Portsmouth, Big Sandy and Pomeroy Packet Company.	128
Rome, Ga., and Gadsden, Ala.	4	17093	Rome, Ga., Gadsden, Ala.....		155
Sehome and Seattle, Wash.	8	43098	Seattle, Sehome, Wash ...	James C. Brittain.....	158
Semiahmoo and Port Townsend, Wash.	8	43097	Port Townsend, Semiahmoo, Wash.	William T. Monroe	130
Ticonderoga and Lake George, N. Y.	2	6766	Lake George, Fort Ticonderoga, N. Y.	Lake Champlain Steamboat Company.	40
Titusville and Lake Worth, Fla.	4	16078	Titusville, Lake Worth, Fla.	.....	146
Vicksburgh and Natchez, Miss.	4	30091	Vicksburgh, Natchez, Miss.	.....	100
Wheeling and Parkersburgh, W. Va.	...	12098	Wheeling, Parkersburgh, W. Va.	Charles H. Booth	92
Zanesville and Marietta, Ohio.	...	21098	Zanesville, Marietta, Ohio.	K. M. Armstrong	75

the United States at any time during the year ended June 30, 1884—Continued.

Annual miles of service.	Number of round trips with clerks per week.	Number of steamboats on line.	Dimensions of mail apartments.		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks—Connections with railway post-offices, &c.
			Length, feet and inches.	Width, feet and inches.				
47, 112	3	1	9 8	3 2	1	1	1	
54, 600	6	1	10 0	5 8	2	1	2	There is a relief clerk appointed on this route, who also performs service on route 12098, Wheeling to Parkersburgh, W. Va.
9, 891	.....	.....	.....	.....	.....	.....	.....	6 round trips per week; closed-pouch service only. Connects with Canandaigua and Elmira R. P. O.
29, 213	2	1	7 0	6 0	1	1	1	Connects at Pine Bluff with Cairo and Texarkana R. P. O., and Little Rock and Warren R. P. O.; at Terrene, Miss., with Memphis and Vicksburgh River R. P. O., and Jacksonport and Terrene River R. P. O.
11, 314	.....	.....	.....	.....	.....	.....	.....	6 round trips per week; closed-pouch service only. Service for 9 months only. Connects with Cambridge Junction and Burlington R. P. O., Essex Junction and Boston R. P. O.
61, 348	6	2	14 6	6 6	2	1	2	
			8 6	7 6				
59, 939	6	2	6 7	6 0	2	1	2	
			10 9	6 0				
59, 974	.....	2	6 0	5 6	2	1	2	One clerk makes three round trips per week between Portsmouth and Cincinnati, and one clerk makes three round trips per week between Maysville and Cincinnati; connects at Portsmouth, Ohio, with Columbus and Ashland, Hamden and Portsmouth, and Portsmouth and Cincinnati R. P. O.'s.; connects at Maysville, Ky., with Maysville, Paris and Cincinnati R. P. O.; connects at New Richmond, Ohio, with Cincinnati and New Richmond R. P. O.; connects at Cincinnati, Ohio, with Chicago and Cincinnati, Chicago, Richmond and Cincinnati, Cincinnati and Chattanooga, Cincinnati and Georgetown, Cincinnati, Hamilton and Indianapolis, Cincinnati and Richmond, Cincinnati and Louisville, Cincinnati and Nashville, Cincinnati and New Richmond, Cincinnati, North Vernon and Louisville, Cincinnati and Saint Louis, Cleveland and Cincinnati, Columbus and Cincinnati, Dresden and Cincinnati, Fort Wayne and Cincinnati, Grafton and Cincinnati, Grand Rapids and Cincinnati, Kent and Cincinnati, Maysville, Paris and Cincinnati, Parkersburgh and Cincinnati, Pittsburgh and Cincinnati, Portsmouth and Cincinnati, Sandusky and Cincinnati, Toledo and Cincinnati, Toledo, Delphos and Cincinnati R. P. O.'s.
32, 240	2	1	6 5	6 1	1	1	1	Connects at Rome with Rome and Macon and Cleveland and Selma R. P. O.'s.; connects at Gadsden with Chattanooga and Meridian R. P. O.
33, 180	2	1	6 6	6 0	1	1	1	
12, 780	2	1	9 0	4 6	1	1	1	
8, 373	6	1	10 0	6 0	1	1	1	Service for 4 months only. Connects with Rouse's Point and Albany R. P. O.
			8 9½	4 5				
30, 368	2	1	(1)	.....	1	1	1	¹ Mails carried in cabin.
31, 300	3	1	8 6	8 6	1	1	1	Connects at Vicksburgh with Meridian and Vicksburgh, and Vicksburgh and Lanes R. P. O.'s.; connects at Natchez with Jackson and Natchez R. P. O.
57 408	6	1	10 6	6 0	2	1	1	
			6 6	6 0				
47 100	6	2	8 0	6 0	2	1	2	Zanesville to McConnellsville 12 times a week, 6 times with and 6 times without clerks. Connects at Zanesville, Ohio, with Bellaire and Zanesville, Grafton and Chicago, and Sandusky, Newark and Wheeling R. P. O.'s.; connects at Marietta, Ohio, with Grafton and Cincinnati, Parkersburgh and Cincinnati, Toledo and Marietta, and Wheeling and Parkersburgh R. P. O.'s.

TABLE B^b.—Statement of steamboat mail service with postal clerks in operation during the fiscal year ended June 30, 1884.

RECAPITULATION.

Division.	Number of lines.	Total number of crews.	Total number of clerks.	Miles of route run by clerks.	Annual miles of service performed by clerks.	Number of mail apartments.
First	1	1	1	232.00	14,976	1
Second	4	5	5	129.00	51,077	11
Third	10	18	18	1,851.00	551,304	15
Fourth	14	25	25	2,499.94	629,404	30
Fifth	7	14	14	905.00	289,298	14
Sixth	1	3	3	202.00	126,452	4
Seventh	5	8	8	1,222.50	259,207	12
Eighth	4	6	6	481.75	167,671	6
Ninth	1	2	(*)	126.00	32,084	2
Total	47	82	†80	7,649.19	2,121,193	95

* Discontinued November 13, 1883.

† Three of these are acting clerks and are not borne on the rolls of the Department.

Total miles of route	7,649.19
Total annual miles of service	2,121,193.00
Average annual distance run by each clerk	25,868.00

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and parts June

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Aberdeen and Ipswich, Dak.	6	26010	Hastings, Minn., Ipswich, Dak.	Chicago, Milwaukee and St. Paul.	26.33
Aberdeen and Muldon, Miss.	4	18007	Aberdeen, Muldon, Miss..	Mobile and Ohio R. R.....	9.50
Alameda and San Francisco, Cal.	8	46026	San Francisco, Alameda, Cal.	Central Pacific R. R.....	11.62
Alamosa and Del Norte, Colo.	7	38011	Alamosa, Del Norte, Colo.	Denver and Rio Grande Rwy.	31.82
Albany and Broadhead, Wis.	6	25044	Broadhead, Albany, Wis..	Chicago, Milwaukee and St. Paul.	7.60
Albany and Cisco, Tex...	7	131005 (part)	Bremond, Albany, Tex...	Houston and Texas Central Rwy.	133.34
Alma and Ithaca, Mich ² ...	9	324030 (part)	East Saginaw, Ithaca, Mich.	Detroit, Lansing and Northern.	6.83
Alma and Plainview, N. C.	3	13017	Alma, Plainview, N. C....	Alma and Little Rock....	12.59
Alta and Bingham Junction, Utah.	8	41006	Bingham, Alta, Utah.....	Denver and Rio Grande R. R.	18.40
Altoona and Henrietta, Pa.	2	8036	Altoona, Henrietta, Pa...	Penna.....	28.62
Amesbury and East Salisbury, Mass.	1	3007	East Salisbury, Amesbury, Mass.	Eastern R. R.....	4.01
Anglesea Junction and Anglesea, N. J.	2	7061	.....	West Jersey.....	5.52
Ansonia and New Haven, Conn.	1	5017	New Haven, Ansonia, Conn.	New Haven and Derby R. R.	13.29
Antonito, Colo., and Espanola, N. Mex.	7	438004 (part)	Cucharas, Colo., Espanola, N. Mex.	Denver and Rio Grande Rwy.	491.00
Anderson and Noblesville, Ind.	5	22037	Anderson, Noblesville, Ind.	And., Lebanon and St. Louis.	19.04
Artesia and Starkville, Miss.	4	18016	Artesia, Starkville, Miss..	Mobile and Ohio R. R.....	11.60
Ashburnham and Ashburnham Depot, Mass.	1	3070	Ashburnham Depot, Ashburnham, Mass.	Ashburnham R. R.....	2.89
Ashland and Ashland Junction, Wis.	6	25032	Ashland Junction (n. o.), Ashland, Wis.	Chicago, St. Paul, Minneapolis and Omaha.	4.64
Ashland and Milford, Mass	1	3060	Milford, Ashland, Mass...	Hopkinton R. R.....	11.93
Asheville Junction and Waynesville, N. C.	3	13016	Asheville Junction, Waynesville, N. C.	Western North Carolina..	28.23
Atchison Junction, Mo., and Leavenworth, Kans.	7	27017 (part ⁵)	Davenport, Iowa, Leavenworth, Kans.	C., R. I. and Pac. R. R....	⁵ 20.66
Atco Junction and Williamstown, N. J.	2	7035	Atco Junction, Williamstown, N. J.	Williamstown.....	9.00
Atlantic and Griswold, Iowa.	6	27054	Atlantic, Griswold, Iowa..	Chicago, Rock Island and Pacific.	15.20
Atlantic and West Quincy, Mass.	1	3065	Atlantic, West Quincy, Mass.	Old Colony R. R.....	3.66
Atoka and Lehigh, Ind. T.	7	32001	Atoka, Lehigh, Ind T....	Mo. Pac. Rwy.....	8.05

of railroads over which no railway post-offices run, in operation during the fiscal year ended 30, 1884.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
16,482	6	6	July 1, 1883	<i>Pounds.</i> 1,080	<i>Ft. In.</i> 0 6	Supplied by Aberdeen, Dak., and by Minneapolis, Minn., and Aberdeen, Dak., R. P. O.; connects at Aberdeen, Dak., with Columbia and Huron, Dak.
5,947	6	12	July 1, 1880	163	2 0	
15,570	25	18	July 1, 1882	286	2 0	
23,292	7	10	Aug. 16, 1881	333	0 6	Connects at Alamosa with Pueblo and Silverton R. P. O.
9,515	12	4	Apr. 15, 1882	97	0 6	Supplied by Broadhead, Wis., and by Milton and Mineral Point, Wis., R. P. O.
24,478	7	8	Jan. 1, 1883	575	0 6	¹ Balance of route covered by Bremond and Cisco R. P. O. (See Table A ^a .)
3,401	9	12	Dec. 20, 1883	527	.....	Connects at Cisco with Bremond and Cisco and Texarkana and El Paso R. P. O. ² Established December 20, 1883, between Alma and Ithaca, Mich. Connects at Alma, Mich., with East Saginaw and Lake View R. P. O.
7,881	6	4	Oct. 23, 1882	42	0 6	³ Balance of route (39.11 miles) covered by East Saginaw and Lake View R. P. O.
13,834	7	6	July 1, 1882	26	2 0	Connects with Wilmington and Charlotte R. P. O.
35,832	12	12	July 1, 1881	334	3 0	
10,041	24	16	July 1, 1881	219	2 6	Supplied by closed pouches from Boston, Newburyport, and Bangor and Boston R. P. O.
3,455	6	2	Not weighed.		2 0	
33,278	24	10	July 1, 1881	463	2 6	Supplied by closed pouches from New Haven, and Boston, Springfield and New York R. P. O.
28,574	3	26	July 1, 1881	954	0 6	⁴ Balance of route covered by Pueblo and Silverton R. P. O. (See Table A ^a .)
11,919	6	2	July 1, 1880	40	.....	Connects at Antonito with Pueblo and Silverton R. P. O.
7,261	6	4	July 1, 1880	116	2 0	
5,427	18	12	July 1, 1881	103	2 6	Supplied by Ashburnham Depot, Boston and Troy R. P. O. and East Junction and Boston R. P. O.
5,809	12	4	Nov. 20, 1883	68	0 6	Supplied by Bayfield, Wis., and by Cable and Hudson, Wis., R. P. O.; connects at Ashland, Wis., with Ashland and Menasha, Wis., R. P. O., and at Ashland Junction with Bayfield and Cable, Wis., pouch service.
7,468	6	2	July 1, 1881	130	2 0	Supplied from Boston and Milford.
17,671	6	21	Mar. 17, 1884	407	1 6	Connects with Salisbury and Warm Springs R. P. O.
28,056	13	14	Feb. 15, 1882	1,614	0 6	⁵ Balance of route covered by Davenport and Cameron and Cameron, Plattsburgh and Atchison R. P. O. (See Table A ^a .)
11,268	12	3	July 1, 1881	71	2 0	Trains make all Leavenworth connections and connect at Beverly Station, Mo., with Council Bluffs and Kansas City R. P. O., and at Atchison Junction with Cameron, Plattsburgh and Atchison R. P. O.
19,030	12	8	July 1, 1883	176	0 6	Supplied by initial and terminal offices and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Griswold, Iowa, with Griswold and Red Oak, Iowa, pouch service.
4,582	12	4	July 1, 1881	60	2 0	Supplied from Boston.
5,039	6	2	May 22, 1882	27	0 4	Connects at Atoka with Hannibal and Denison R. P. O.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Atsion and Atco, N. J.	2	Part of 7029	Whiting, Atco, N. J.	Phila. and Reading, N. J. So. Div.	19.42
Attica and Covington, Ind.	5	22047	Attica, Covington, Ind. ...	Wab., St. L. and Pac.	14.91
Attica and Yeddo, Ind. ...	5	22031	Attica, Yeddo, Ind.	Chi. and Great Southern ..	21.32
Au Sable and Alger Junction, Mich. ³	9	24057	Au Sable, Alger Junction, Mich.	Det., Bay City and Alpena	47.35
Avoca and Carson, Iowa..	6	27063	Avoca, Carson, Iowa	Chicago, Rock Island and Pacific.	17.80
Auburn and Harrisburg, Pa.	2	8028	Harrisburg, Auburn, Pa..	Phila. and Reading.	58.78
Auburn and Hope, R. I. ...	1	4008	Auburn, Hope, R. I.	New York, Providence and Boston R. R.	10.77
Auburndale Station (n. o.) and Newton Lower Falls, Mass.	1	3027	Auburndale Station (n. o.) and Newton Lower Falls, Mass.	Boston and Albany R. R..	2.09
Audubon and Atlantic, Iowa.	6	27044	Atlantic, Audubon, Iowa	Chicago, Rock Island and Pacific.	25.93
Balcony Falls and Lexington, Va.	3	11029	Balcony Falls, Lexington, Va.	Richmond and Alleghany R. R.	20.50
Ballston and Schenectady, N. Y.	2	6025	Schenectady, Ballston, N. Y.	Del. & Hud. Canal Co.	15.20
Bangor and Bethlehem, Pa.	2	8046	Bethlehem, Bangor, Pa. ...	Lehigh and Lackawanna..	32.20
Bardstown Junction and Bardstown, Ky.	5	20006	Bardstown Junction, Bardstown, Ky.	Louisville and Nashville..	17.98
Barnesville and Thomaston, Ga.	4	15019	Barnesville, Thomaston, Ga.	Central R. R. of Ga.	16.43
Bartos and Pottstown, Pa.	2	8057	Pottstown, Bartos, Pa....	Phila. & Reading.	13.28
Baton Rouge Junction (N. O.) and Port Allen, La.	4	30013	Baton Rouge Junction (N. O.), Port Allen, La.	Baton Rouge J'n and Port Allen R. R.	8.00
Battle Mountain and Austin, Nev.	8	45003	Battle Mountain, Austin, Nev.	Nev. Cent. R. R.	94.10
Bayfield and Cable, Wis. .	6	25028	Hudson, Bayfield, Wis....	Chicago, St. Paul, Minneapolis and Omaha.	58.62
Bayhead Junction and Whiting, N. J.	2	7054	Whiting, Bayhead Junction, N. J.	Phila. and Long Branch...	28.58
Beach Haven and Tuckerton, N. J.	2	Part of 7032	Whiting, Beach Haven, N. J.	Tuckerton.	47.73
Bear Creek Junction (N. O.) and Morrison, Colo.	7	38022	Bear Creek Junction (N. O.), Morrison, Colo.	D., S. P. & P. Rwy.	9.74
Beaumont and Sabine Pass, Tex.	7	31045	Beaumont, Sabine Pass, Tex.	Texas and N. O. Rwy.	30.30
Bedford and Somerville Station (N. O.), Mass.	1	3019	Somerville Station (N. O.), Bedford, Mass.	Boston and Lowell R. R. ..	12.57
Benore and Tyrone, Pa. ...	2	8113	Tyrone, Benore, Pa.	Penn'a.	25.84
Berkeley and West Oakland, Cal.	8	46024	Berkeley, West Oakland, Cal.	Cent. Pac. R. R.	5.78
Berlin and Garrett, Pa.	2	8090	Berlin, Garrett, Pa.	Balto. and Ohio.	9.10
Bermuda Hundred and Winterpock, Va.	3	11017	Bermuda Hundred, Winterpock, Va.	Brighthope Railway.	28.81
Berrien Springs and Buchanan, Mich. ⁵	9	24050	Berrien Springs, Buchanan, Mich.	St. Joseph Valley.	11.07
Beulah and Elkader, Iowa.	6	27023	Beulah, Elkader, Iowa....	Chicago, Milwaukee and St. Paul.	16.99
Birmingham and Coalburgh, Ala.	Part of 15042		Atlanta, Ga., Coalburgh, Ala.	Ga. Pac. Rwy.	10.00
Birmingham and Pratt Mines.	4	17023	Birmingham, Pratt Mines, Ala.	Pratt Coal & Coke Co.	6.09

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
(?)	(?)	....	July 1, 1881	Pounds. 195	Ft. In.	¹ Balance of route, 23.88 miles, covered by Red Bank and Bridgeton R. P. O. (See Table A ^a .)
745	6	2	(Not weighed.)			² No service.
13,346	6	2	July 1, 1880	44		From June 2, 1884.
16,766	6	26	Jan. 15, 1884	616		³ Up to and including January 14, 1884, there was service on this route only between Tawas City and Prescott, Mich. January 15, 1884, the route was extended to begin at Au Sable and end at Alger, Mich., increasing distance 20.44 miles. R. P. O. service established April 18, 1884. Connects at Alger Junction, Mich., with Mackinaw City and Bay City R. P. O.
22,285	12	12	July 1, 1883	141	0 6	Supplied by initial and terminal offices and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Carson, Iowa, with Carson and Hastings, Iowa, pouch service.
55,194	9	10	July 1, 1881	128	2 0	
13,484	12	4	July 1, 1881	129	2 0	Supplied from Providence.
5,233	24	10	July 1, 1882	50	2 6	Supplied from Boston and Boston, Springfield and New York R. P. O.
32,464	12	16	July 1, 1883	273	0 6	Supplied by initial and terminal offices and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Audubon, Iowa, with Carroll and Audubon, Iowa, pouch service.
12,833	6	10	Feb. 15, 1882	201	1 0	Connects with Richmond, Lynchburgh and Clifton Forge R. P. O.
19,030	12	6	July 1, 1881	126	2 0	
40,314	12	8	July 1, 1881	122	2 0	
11,255	6	2	July 1, 1880	150		
20,570	12	8	July 1, 1880	68	2 0	
8,313	6	6	July 1, 1881	115	2 0	
5,840	7	6	Jan. 1, 1883	440	3 0	
68,881	7	6	July 1, 1881	184	2 0	
36,696	6	12	Apr. 16, 1884	591	0 6	Supplied from Bayfield, Cable, and Hudson, Wis., R. P. O.
35,782	12	12	Aug. 1, 1882	60	2 0	
9,677	12	2	July 1, 1881	214	2 0	⁴ Balance of route (29 miles) covered by Whiting and Tuckerton R. P. O. (See Table A ^a .)
13,226	13	10	July 1, 1883	48	0 6	Trains make all Denver connections.
9,514	3	4	(Not weighed.)		0 4	Connects at Beaumont with Rockland and Beaumont and New Orleans and Houston R. P. O's.
15,737	12	4	July 1, 1881	159	2 0	Supplied from Boston.
16,175	6	5	May 1, 1882	77	2 0	
7,835	13	4	July 1, 1881	92	2 0	
11,393	12	2	July 1, 1881	78	2 0	
18,035	6	2	Mar. 15, 1882	16	0 6	Connects with Richmond and Wilmington R. P. O.
13,859	12	6	July 1, 1883	224		⁵ Connects at Buchanan, Mich. with Detroit and Chicago, and Detroit, Three Rivers and Chicago R. P. O's.
10,635	6	20	July 1, 1883	164	0 6	Supplied by initial and terminal offices, and by Chicago, Ill., McGregor, Iowa, and St. Paul, Minn., R. P. O's.
6,260	6	2	Jan. 1, 1884	426	2 0	
7,624	12	4	July 1, 1880	24	2 0	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number or route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Black Diamond and Nortonville, Cal.	8	46033	Black Diamond, Nortonville, Cal.	Black Diamond Coal Mining Co.	6. 26
Blackville and Barnwell ..	4	14019	Blackville, Barnwell, S. C.	South Carolina R. R	9. 42
Black Rock and Buffalo, N. Y.	2	6126	Buffalo, Black Rock, N. Y.	Grand Trunk R'y of Canada.	4. 59
Blairstown and Delaware Station, N. J.	2	7042	Delaware Station, Blairstown, N. J.	N. Y., Susq. and West'n...	11. 41
Blossburgh and Hoytville, Pa.	2	Part of 8020	Elmira, N. Y., Hoytville, Pa.	Tioga.....	¹ 16. 03
Bolles Junction and Riparia, Wash.	8	43010	Bolles Junction, Riparia, Wash.	Oreg. Rwy. and Navig. Co.	31. 10
Boston and Bellingham, Mass.	1	3033	Boston, Bellingham, Mass.	New York & New England R. R.	31. 74
Boston and Dedham, Mass.	1	3036	Boston, Dedham, Mass ...	Boston & Providence R. R.	10. 25
Boston and Waltham, Mass.	1	3072	Boston, Waltham, Mass ..	Fitchburgh R. R.....	10. 90
Bonne Terre and Summitville, Mo.	7	28043	Bonne Terre, Summitville, Mo.	St. J. and Des Loge Rwy..	13. 20
Boulder and Sunset, Colo.	7	38029	Boulder, Sunset, Colo	G., St. L. and Pac. Rwy....	13. 11
Boundary Line (n. o.) and Presque Isle, Me.	1	1	Boundary Line (n. o.), Presque Isle, Me.	New Brunswick R'y.....	30. 04
Bound Brook, N. J., and Jenkintown, Pa.	2	8103	Jenkintown, Pa., Bound Brook, N. J.	Phila. and Reading.....	49. 82
Bowling Green and Tontogany, Ohio.	5	21070	Bowling Green, Tontogany, Ohio.	Bow. Green R'y.....	6. 37
Bowmansdale and Shippensburg, Pa.	2	8126	Bowmansdale, Shippensburg, Pa.	Harrisburg and Potomac ..	32. 45
Bradford Junction and Salamanca, N. Y.	2	Part of 6102	Rochester, Salamanca, N. Y.	Roch. and Pitts.....	³ 1. 33
Braintree Junction (n. o.) and Kingston, Mass.	1	3064	Braintree Junction (n. o.), Kingston Station (n. o.), Mass.	Old Colony R. R	32. 20
Brandon and Markesan, Wis.	6	25055	Brandon, Markesan, Wis.	Chicago, Milwaukee and St. Paul.	11. 78
Breadysville and Abington Station, Pa.	2	8109	Abington Station, Breadysville, Pa.	Phila. and Reading.....	9. 94
Bridgeton and Bridgeton Junction (n. o.), Me.	1	22	Bridgeton Junction (n. o.), Bridgeton, Me.	Bridgeton & Saco River R. R.	16. 59
Bridgeport and Downingtown, Pa.	2	8007	Bridgeport, Downingtown, Pa.	Phila. and Reading.....	21. 64
Bridgeton and Port Norris, N. J.	2	7033	Bridgeton, Port Norris, N. J.	Cumberland and Maurice River.	20. 60
Brighton and Boulder, Colo	7	38002	Brighton, Boulder, Colo ...	Denver and Boulder Valley R. R.	27. 69
Brighton and Martinsburgh, Iowa.	6	27082	Winfield, Martinsburgh, Iowa.	Burlington and North Western.	25. 30
Bristol and Franklin, N. H.	1	1020	Franklin, Bristol, N. H....	Northern R. R	13. 11
Brookfield Junction (n. o.) and Danbury, Conn.	1	5022	Danbury, Brookfield Junction (n. o.), Conn.	Housatonic R. R	6. 25
Brownsville and Isabel, Tex.	7	31018	Brownsville, Isabel, Tex..	Rio Grande R. R	23. 24
Buckeye Cottage and Thurston, Ohio.	5	21069	Buckeye Cottage, Thurston, Ohio.	Col. & Eastern	32. 49
Buffalo and Opelika, Ala.	4	17014	Buffalo, Opelika, Ala	E. Ala. & Cincinnati R. R.	22. 59
Burlington and Medford, N. J.	2	7007	Burlington, Medford, N. J.	Penna. (Amboy Division).	14. 97
Butte City and Silver Bow, Mont.	8	Part of 41003	Ogden City, Utah, Butte City, Mont.	Utah and North'rn R'wy .	7. 00
Buzzard's Bay and Wood's Holl, Mass.	1	3045	Buzzard's Bay, Wood's Holl, Mass.	Old Colony R. R	17. 83
Cades and Saint Martinsville, La.	4	30012	Cades, Saint Martinsville, La.	Morgan's La. & Tex. R. R.	6. 90

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				<i>Pounds.</i>	<i>Ft. In.</i>	
8,428	13	4	July 1, 1882	65	2 0	
5,896	6	2	Dec. 11, 1882	18	2 0	
2,873	6	4	May 16, 1883	113	2 0	
7,142	6	5	July 1, 1881	70	2 0	
20,031	12	6	July 1, 1881	560	2 0	¹ Balance of route (49.95 miles) covered by Elmira and Blossburgh R. P. O. (See Table A ^a .)
19,468	6	4	May 10, 1883	41	2 0	
19,869	6	2	July 1, 1881	305	2 0	Supplied from Boston.
19,249	18	6	July 1, 1881	255	2 0	Supplied from Boston.
6,823	6	2	July 1, 1881	90	2 0	Supplied from Boston.
33,052	24	8	July 2, 1883	120	0 6	Connects at Summitville with Saint Louis and Texarkana and Saint Louis and Columbus R. P. O's.
9,597	7	6	Dec. 1, 1883	88	0 4	Connects at Boulder with Fort Collins and Denver R. P. O.
18,805	6	2	June 1, 1882	108	2 0	Supplied by Vanceborough and Bangor R. P. O.
62,374	12	21	July 1, 1881	149	2 0	
5,981	(²)	3	July 1, 1880	119	.....	² 12 trips outward and 6 trips inward.
20,313	6	6	July 1, 1881	34	2 0	
1,665	12	4	July 1, 1881	292	2 0	³ Balance of route (107.81 miles) covered by Rochester and Punxsutawney R. P. O. (See Table A ^a .)
40,314	12	4	April 4, 1883	383	2 0	Supplied from Boston.
7,374	6	6	June 5, 1883	130	0 6	Supplied by initial and terminal office, and by Oshkosh and Milwaukee, Wis., R. P. O.
6,253	6	10	July 1, 1881	339	2 0	
20,770	12	6	Jan. 1, 1883	221	2 0	Supplied by Portland and Swanton R. P. O., and Portland and Fryeburgh R. P. O.
13,546	6	6	July 1, 1881	33	2 0	
25,791	12	6	July 1, 1881	172	2 0	
20,269	7	26	July 1, 1881	260	0 6	Train runs from Denver and has all Denver connections.
15,837	6	20	July 1, 1883	78	0 6	Supplied from initial and terminal offices, and Burlington and Brighton, Iowa, R. P. O. connects at Brighton with Davenport, Iowa, and Cameron, Mo., R. P. O., and at Martinsburgh with Morning Sun and Oskaloosa, Iowa, R. P. O.
8,206	6	10	July 1, 1881	181	2 6	Supplied by Concord, Franklin, Manch. & Peterborough R. P. O. and Saint Albans & Boston R. P. O.
15,650	24	8	July 1, 1881	114	2 6	Supplied by Pittsfield & Bridgeport R. P. O.
14,548	6	2	July 1, 1881	17	0 4	Connects at Isabel with Morgan Line steamers.
2,079	6	2	Not weighed.	.....	.....	Established May 22, 1884.
14,141	6	8	July 1, 1880	30	2 0	
21,936	14	8	July 1, 1881	119	2 0	
10,248	14	6	July 10, 1882	740	2 0	
22,323	12	13	July 1, 1881	226	2 6	Supplied by Boston & Wellfleet R. P. O.
4,319	6	2	Nov. 8, 1882	66	2 0	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Calais and Princeton, Me .	1	17	Calais, Princeton, Me	St. Craix & Penobscot R. R	21. 27
Calamine and Plattville, Wis.	6	25021	Calamine, Plattville, Wis .	Chicago, Milwaukee and St. Paul.	18. 75
Camden and Kingville, S.C.	4	14018	Camden, Kingville, S. C . . .	South Carolina R. R	39. 03
Cameron and Kansas City, Mo.	6	27017 (Br'ch)	Cameron, Kansas City, Mo.	Chicago, Rock Island and Pacific.	55. 78
Canada Line (n. o.) and Island Pond, Vt.	1	7	Portland, Canada Line (n. o.), Vt.	Grand Trunk Rwy	15. 72
Canada Line and Rouse's Point, N. Y.	2	6066	Rouse's Point, Canada Line, N. Y.	Champlain and St. Lawrence.	1. 20
Cañon City and West Cliff, Colo.	7	38010	Cañon City, West Cliff, Colo.	Denver and Rio Grande Rwy.	31. 20
Canton Depot (n. o.) and Stoughton, Mass.	1	3037	Canton Depot (n. o.), Stoughton.	Boston and Providence R. R.	4. 16
Cape Girardeau and Puxico, Mo.	7	28545	Cape Girardeau, Puxico, Mo.	Cape Girardeau Rwy	43. 99
Cape Vincent and Watertown, N. Y.	2	6035	Watertown, Cape Vincent, N. Y.	Rome, Wat. and Ogd	25. 82
Carbon Centre, Mo., and Woytown, Kans.	7	28041	Carbon Centre, Mo., Woytown, Kans.	K. C., Ft. S. and G. R. R . . .	24. 05
Carbondale and Grand Tower, Ill.	6	23039	Carbondale, Grand Tower, Ill.	Grand Tower Mining, Mfg and Trans. Co.	25. 39
Carbonado and New Tacoma, Wash.	8	43005	New Tacoma, Carbonado, Wash.	Northern Pac. R. R.	34. 83
Carey and Delphos, Ohio..	5	21081	Carey, Delphos, Ohio	Cleve., Del. and St. Louis..	56. 60
Carey and Findlay, Ohio..	5	21021	Carey, Findlay, Ohio	Ind., Bloom. and West	16. 00
Carlisle and Pine Grove Furnace, Pa.	2	8052	Carlisle, Pine Grove Furnace, Pa.	South Mountain	18. 92
Caro and Saginaw, Mich ² ..	9	24014	Caro, Saginaw, Mich	Michigan Central	34. 04
Carrington and Jamestown, Dak.	6	35016	Jamestown, Carrington, Dak.	Jamestown and Northern.	43. 48
Carroll and Audubon, Iowa	6	27071 27080	Carroll, Kirkman, Iowa... Manning, Audubon, Iowa.	Chicago and Northwestern Chicago and Northwestern	17. 37 17. 99
Carrollton, N. Y., and Bradford, Pa.	2	8024	Bradford, Pa., Carrollton, N. Y.	N. Y., L. E. and West	11. 60
Carson and Hastings, Iowa	6	27058	Hastings, Carson, Iowa...	Chicago, Burlington and Quincy.	16. 25
Cartersville, and Cedartown, Ga.	4	15020	Cartersville, Cedartown, Ga.	East & West Railroad of Ala.	36. 55
Caseville and Pontiac, Mich. ³	9	24064	Caseville, Pontiac, Mich..	Pontiac, Oxford and Pt. Austin.	100. 73

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
13,315	6	2	July 1, 1881	Pounds. 46	Ft. In. 2 0	Supplied from Calais and Princeton.
35,212	18	10	July 1, 1883	216	0 6	Supplied from initial and terminal offices, and by Milton and Mineral Point, Wis., R. P. O.; connects at Plattville, Wis., with Montfort, Wis., and Galena, Ills., R. P. O.
24,432	6	6	July 1, 1880	376	2 0	
75,749	13	24	Not weighed.		0 6	Connects at Cameron, Mo., with Davenport, Iowa, and Cameron, Mo., R. P. O., and at Kansas City, Mo., with lines centering at that city.
10,840	6	2	July 1, 1881	1,329	2 0	Supplied by Island Pond and Portland & Island Pond R. P. O.
74,880	6	15	July 1, 1881	1,218	4 0	
19,531	6	14	Aug. 16, 1882	341	0 6	Connects at Cañon City with Denver, Pueblo and Leadville and Denver and Ogden R. P. O's.
5,208	12	10	July 1, 1881	122	2 6	Supplied by Boston and Boston and Providence R. P. O.
38,378	(¹)	18	Feb. 1, 1884	190	0 6	¹ 13 round trips between Cape Girardeau and Delta, 14.81 miles; 6 round trips between Delta and Puxico, 29.18 miles. Connects at Delta (n. o.) with Saint Louis and Columbus R. P. O.
52,326	12	12	July 1, 1881	263	2 0	
17,605	7	26	July 1, 1881	129	0 6	Connects at Rich Hill, Mo., with Kansas City, Pleasant Hill and Joplin R. P. O., and at Woytown, Kans., with Kansas City and Memphis R. P. O.
31,788	12	12	July 1, 1883	189	0 6	Supplied by initial and terminal offices, and by Centralia and Cairo, Ill., R. P. O. Connects at Murphysborough, Ill., with Saint Louis, Mo., and Cairo, Ill., R. P. O. and with Pinkneyville and Murphysborough, Ill., pouch service.
21,188	6	10	Nov. 1, 1881	812	2 0	
34,065	6	2	Oct. 1, 1883	112	.....	Formerly Delphos and Mount Blanchard; extended October 1, 1883, to Carey; increased distance, 10.34 miles.
20,032	12	4	July 1, 1880	60	.....	
23,687	12	6	July 1, 1881	110	2 0	
21,309	18	54	July 1, 1883	288	.....	² At Vassar, Mich., connects Bay City and Detroit R. P. O.; at East Saginaw, Mich., connects Bay City, Wayne and Detroit, East Saginaw and Lake View, Ludington and Toledo, and Manistee and East Saginaw R. P. O's.; at Saginaw, Mich., connects Bay City and Jackson R. P. O.
27,218	6	8	Not weighed.		0 6	Supplied from Jamestown, Dak., and by Saint Paul, Minn., and Bismarck, Dak., R. P. O.
21,747	12	28	July 1, 1883	170	1 0	Supplied by initial and terminal offices and by Cedar Rapids and Council Bluffs, Iowa, R. P. O.
22,523	12	12	May 10, 1882	72	0 6	Connects at Manning, Iowa, with Marion and Council Bluffs, Iowa, R. P. O., and at Audubon, Iowa, with Audubon and Atlantic, Iowa, pouch service.
14,523	12	10	July 1, 1881	665	2 0	Formerly part of Carrollton and Buttsville R. P. O.; discontinued.
20,345	12	12	July 1, 1882	127	0 6	Supplied by initial and terminal offices, and by Burlington and Council Bluffs, Iowa, R. P. O. Connects at Carson, Iowa, with Avoca and Carson, Iowa, pouch service, and at Hastings, Iowa, with Hastings and Sidney, Iowa, pouch service.
26,681	7	22	July 1, 1880	85	4 0	
6,446	6	32	July 1, 1883	241	.....	³ Established December 1, 1883. R. P. O. service established January 7, 1884. At Clifford, Mich., connects East Saginaw and Port Huron R. P. O.; at Imlay City, Mich., connects Port Huron and Chicago R. P. O.; at Oxford, Mich., connects Bay City and Detroit R. P. O.; and at Pontiac, Mich., connects Detroit and Grand Haven R. P. O.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Cassville Junction and Richfield Springs, N. Y.	2	6043	Cassville Junction, Richfield Springs, N. Y.	Del., Lack. and Western..	22. 04
Castroville and Monterey, Cal.	8	Part of 46030	Monterey, Salinas, Cal. . . .	South'rn Pac. R. R.	16. 57
Catawissa Junction and Tivoli, Pa.	2	8110	Catawissa Junction, Tivoli, Pa.	Williamsport and No-Branch.	10. 93
Cecil and Paulding, Ohio..	5	21088	Cecil, Paulding, Ohio	Pauld. & Cecil.....	6. 44
Centralia and Columbia, Mo.	7	28009	Centralia, Columbia, Mo..	W., St. L. and P. R'w'y...	22. 22
Chagrin Falls and Solon, Ohio.	5	21079	Chagrin Falls, Solon, Ohio.	Chag. Falls & Southern...	5. 86
Chambersburgh, Pa., and Edgemont, Md.	2	10021	Edgemont, Md., Chambersburgh, Pa.	Western Maryland.....	21. 90
Chambersburgh and Waynesborough, Pa.	2	8077	Chambersburgh, Waynesborough, Pa.	Mont Alto	23. 43
Charlotte and Rochester, N. Y.	2	6021	Rochester, Charlotte, N. Y.	N. Y. C. and H. R.	9. 00
Chatham and Hudson, N. Y.	2	6069	Hudson, Chatham, N. Y..	Boston and Alb.....	17. 94
Chehaw (n. o.) and Tuskegee, Ala.	4	17019	Chehaw (n. o.), Tuskegee, Ala.	Tuskegee R. R.	6. 00
Cherry Valley and Cobleskill, N. Y.	2	6027	Cobleskill, Cherry Valley, N. Y.	Del. and Hud. Canal Co ..	22. 86
Cherry Vale and Coffeyville, Kans.	7	Part of 33004 ¹	Lawrence, Coffeyville, Kans.	Southern Kansas R'w'y...	16. 07
Chicago Junction and Rice Lake, Wis.	6	25048	Eau Claire, Chicago Junction (n. o.), Wis.	Chicago, St. Paul, Minneapolis and Omaha.	22. 78
Claremont and Claremont Junction (n. o.), N. H.	1	1009	Concord and Claremont Junction (n. o.), N. H.	Concord & Claremont R. R.	1. 90
Clarion Junction and Clarion, Pa.	2	8147	Clarion Junction, Clarion, Pa.	Pitts. and Western	6. 73
Claremont and Waverly Station, Va.	3	11034	Claremont, Waverly Station, Va.	Atlantic & Danville R. R.	18. 50
Clarke City and Buckingham, Ill.	6	23086	Buckingham, Clarke City, Ill.	Illinois Central	9. 59
Climax and Bainbridge, Ga.	4	Part of 15031	Thomasville, Bainbridge, Ga.	Savh., Fla. and Western Rwy.	9. 60
Clinton and Consville, Mo.	7	28055	Clinton, Consville, Mo.	K. C. and Southern R'w'y .	11. 55
Clinton and Port Hudson, La.	4	30006	Clinton, Port Hudson, La.	Clinton & Port Hudson R. R.	20. 90
Clove Valley and Clove Branch Junction, N. Y.	2	6114	Clove Branch Junction, Clove Valley, N. Y.	Newburg, Dutchess and Conn.	8. 10
Coalville Junction and Coaltown, Pa.	2	8143	Coalville Junction, Coaltown, Pa.	Shenango and Allegheny..	3. 00
Coburn Junction and Ponca, Nebr.	6	34007	Coburn Junction (n. o.), Ponca, Nebr.	Chicago, St. Paul, Minneapolis and Omaha.	16. 37
Cochran and Hawkinsville, Ga.	4	15038	Cochran, Hawkinsville, Ga.	E. Tenn., Va. & Ga. R. R. .	10. 59
Coleman and Mount Pleasant, Mich. ²	9	24043	Coleman, Mount Pleasant, Mich.	Flint & Pére Marquette ..	15. 04
Colorado Springs and Manitou Station, Colo.	7	38030	Colorado Springs, Manitou Station, Colo.	Denver and Rio Grande R'w'y.	5. 40
Colton and Scofield, Utah.	8	41009	Colton, Scofield, Utah	do	17. 30
Columbia Junction and Delaware Station, N. J.	2	7059	Delaware Station, Columbia Junction, N. J.	N. Y., Susq. and West'n ..	3. 16
Columbia and Middletown, Pa.	2	Part of 8027	Lancaster, Middletown, Pa.	Penna	19. 49
Columbus and Artesia, Miss.	4	18014	Columbus, Artesia, Miss..	Mobile & Ohio R. R.	14. 11
Columbus, Miss., and Fayette, Ala.	4	18005	Columbus, Miss., Fayette, Ala.	Ga. Pacific R'w'y	44. 83

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
27,594	12	18	July 1, 1881	311	2 0	
24,258	14	4	July 1, 1882	89	2 0	
13,684	12	3	July 1, 1881	83	2 0	
3,931	6	2	Nov. 1, 1882	92	.....	
30,174	13	18	July 1, 1883	460	1 0	Connects at Centralia with Saint Louis, Moberly and Kansas City R. P. O., and Saint Louis, Louisiana, and Kansas City R. P. O.
3,668	6	2	Sept. 1, 1881	217	.....	
27,418	12	6	July 1, 1881	121	2 0	
29,334	12	10	July 1, 1881	185	2 0	
22,536	24	14	July 1, 1881	207	2 0	
33,691	18	6	July 1, 1881	144	2 0	
8,136	13	4	July 1, 1880	97	2 0	
28,620	12	8	July 1, 1881	166	2 0	
10,060	6	10	July 1, 1881	1,117	0 6	¹ Balance of route covered by Lawrence and Burlington and Kansas City and Harper R. P. O. (See Table A ^a .)
						Connects at Cherry Vale with Arcadia and Cherry Vale R. P. O., Kansas City and Harper R. P. O., and Saint Louis and Halstead R. P. O.
14,260	6	2	Apr. 16, 1884	316	0 6	Connects at Rice Lake, Wis., with Rice Lake and Eau Claire, Wis., R. P. O., and at Chicago Junction with Cable and Hudson, Wis., R. P. O.
1,189	6	4	July 1, 1881	332	2 0	Supplied by Claremont, Newport, N. H., and Newport and Springfield R. P. O.
8,425	12	4	July 1, 1881	490	2 0	
11,587	6	3	Not weighed.		0 6	Connect with Norfolk and Lynchburg R. P. O.
6,003	6	2	July 1, 1883	11	0 6	Connects at Buckingham, Ill., with Kankakee and Kankakee Junction, Ill., R. P. O.
7,008	7	4	July 1, 1880	98	2 0	
16,909	14	8	Mar. 15, 1884	123	0 6	Connects at Clinton with Hannibal and Denison R. P. O.
13,074	6	4	July 1, 1880	62	2 0	
5,070	6	3	July 1, 1881	32	2 0	
1,878	6	1	July 1, 1881	241	2 0	
10,247	6	8	July 1, 1882	113	0 6	Supplied by Sioux City, Iowa, and Ponca, Nebr.; connects at Coburn Junction, Nebr., with Sioux City, Iowa, and Omaha, Nebr., R. P. O.
6,629	6	6	July 1, 1880	157	3 0	
18,830	12	8	July 1, 1883	190	0 0	² Connects at Coleman, Mich., with Ludington and Toledo, and Manistee and East Saginaw R. P. O's.
7,906	14	6	Aug. 15, 1883	219	0 6	Connects at Colorado Springs with Denver, Pueblo and Leadville R. P. O., and Denver and Ogden R. P. O.
12,664	7	2	Nov. 1, 1881	38	2 0	
1,978	6	2	Sept. 10, 1883	43	2 0	
24,401	12	10	July 1, 1881	312	2 0	³ Balance of route, 12.15 miles, covered by Lancaster and Frederick R. P. O. (See Table A ^a .)
8,832	6	4	July 1, 1880	301	2 0	
28,063	6	6	.....	.....	2 0	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Columbus and La Grange, Tex.	7	31014	Columbus, La Grange, Tex	G. H. and S. A. R'w'y.....	31. 61
Como and Dillon, Colo....	7	38026	Como, Dillon, Colo	D., S. P. and Pac. R'w'y ...	30. 28
Cooperstown and Cooperstown Junction, N. Y.	2	6086	Cooperstown, Cooperstown Junction, N. Y.	Cooperstown and Susq. Valley.	16. 25
Cooperstown and Sanborn, Dak.	6	35018	Sanborn, Cooperstown, Dak.	Sanborn, Cooperstown and Turtle Mountain.	37. 53
Cornwell and Mount Sterling, Ky.	5	20022	Cornwell, Mount Sterling, Ky.	Coal Road Construction Co.	19. 68
Cortland and Sycamore, Ill.	6	23052	Cortland, Sycamore, Ill....	Chicago and North Western.	5. 24
Coudersport and Port Allegheny, Pa.	2	8144	Port Allegheny, Coudersport, Pa.	Coudersport and Port Allegheny.	16. 68
Covington and Snoddy's Mills, Ind.	5	22040	Covington, Snoddy's Mills, Ind.	Chi. and Eastern Ill	9. 37
Creighton and Norfolk, Nebr.	6	34018	Norfolk Junction (n. o.), Creighton, Nebr.	Fremont, Elkhorn and Mo. Valley.	42. 50
Cresson and Ebensburgh, Pa.	2	8037	Cresson, Ebensburgh, Pa.	Penn'a	10. 99
Creston and Fontanelle, Iowa.	6	27041	Creston, Fontanelle, Iowa.	Chicago, Burlington and Quincy.	31. 02
Crivitz and Green Bay, Wis.	6	25016	Milwaukee, Crivitz, Wis ..	Milwaukee and Northern.	52. 35
Crown Point and Hammondsville, N. Y.	2	6099	Crown Point, Hammondsville, N. Y.	Crown Point Iron Co's....	11. 98
Cucharas and El Moro, Colo.	7	Part of 138001	Denver, El Moro, Colo.....	Denver and Rio Grande R'w'y.	136. 90
Cuero and Indianola, Tex.	7	31019	Cuero, Indianola, Tex.....	G. W. T. and P. R'w'y	66. 74
Cuthbert and Fort Gaines, Ga.	4	15041	Cuthbert, Fort Gaines, Ga.	Southwestern R. R	23. 20
Daguscabonda and Dagus Mines, Pa.	2	8130	Daguscabonda, Dagus Mines, Pa.	Penna. and Erie, Early Branch.	6. 01
Dallas and Kemp, Tex	7	31031	Dallas, Kemp, Tex	Texas Trunk R'w'y.....	47. 12
Danville, Mocksville, and Southwest Junction, Va., and Sharpsborough, N.C.	3	13022	Danville, Mocksville, and Southwest Junction, Va., Sharpsborough, N. C.	Dan., Mocks. and S. W. R. R.	7. 97
Danville and Spence's Store, Va.	3	11028	Danville, Spence's Store, Va.	Danville and New River R. R.	57. 99
Decatur and Leon, Iowa..	6	27084	Des Moines, Leon, Iowa ..	Des Moines, Osceola and Southern.	6. 62
Decorah and Conover, Iowa.	6	27026	Conover, Decorah, Iowa ..	Chicago, Milwaukee and Saint Paul.	9. 37
Delano and Mahanoy City, Pa.	2	Part of 8011	Penn Haven Junction, Mount Carmel, Pa.	Lehigh Valley	25. 58
Del Rio and El Paso, Tex.	7	Part of 331039	San Antonio, El Paso, Tex.	G. H. and S. A. R'w'y.....	3463. 15
Delhi and Walton, N. Y. .	2	6050	Walton, Delhi, N. Y	N. Y., Ont. and West'n....	17. 82
Denver and Logansport, Ind. ⁴	9	Part of 522027	Denver, Logansport, Ind.	Wabash, Saint Louis and Pacific.	18. 03

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
19,788	6	8	July 1, 1882	129	0 6	Connects at Columbus with Houston and Del Rio R. P. O.
18,956	6	20	Feb. 1, 1883	209	0 6	Connects at Como with Denver and Leadville R. P. O., and at Dillon with Leadville and Dillon R. R.
20,345	12	14	July 1, 1881	332	2 0	
23,493	6	10	Not weighed.		0 6	Supplied by initial and terminal offices, and by Saint Paul, Minn., and Bismarck, Dak., R. P. O.
12,319	6	2	July 1, 1880	74	.....	
16,401	30	10	July 1, 1883	273	0 6	Connects at Cortland, Ill., with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.
10,441	6	5	Oct. 9, 1882	148	2 0	
5,865	6	2	July 1, 1880	37	.....	
26,605	6	12	Sept. 1, 1881	172	0 6	Connects at Norfolk, Nebr., with Emerson and Norfolk, Nebr., and with Missouri Valley, Iowa, and Valentine, Nebr., R. P. O's.
13,759	12	3	July 1, 1881	213	2 0	
38,837	12	16	July 1, 1883	306	0 6	Supplied by initial and terminal offices, and by Burlington and Council Bluffs, Iowa, R. P. O.; connects at Creston, Iowa, with Creston, Iowa, and Saint Joseph, Mo., R. P. O.
32,771	6	18	Apr. 16, 1884	1,224	1 0	Supplied by initial and terminal offices, and by Green Bay and Milwaukee, Wis., R. P. O.
7,499	6	3	July 1, 1881	37	2 0	
23,099	6	26	July 1, 1882	2,233	0 6	¹ Connects at Cucharas with Pueblo and Silverton R. P. O., and at El Moro with Kansas City and Albuquerque R. P. O.
48,854	7	18	July 1, 1882	159	0 6	Connects at Victoria with Rosenberg and Victoria R. P. O.
14,523	6	4	July 1, 1880	65	2 0	
3,762	6	2	July 1, 1881	37	2 0	
29,497	6	24	Sept. 26, 1881	114	0 6	Makes all Dallas, Tex., connections.
4,989	6	3	Not weighed.		0 6	
36,270	6	11	July 3, 1882	168	1 6	
4,144	6	4	July 1, 1883	151	0 6	Connects at Decatur, Iowa, with Des Moines and Decatur, Iowa, R. P. O., and at Leon, Iowa, with Chariton, Iowa, and Albany, Mo., R. P. O.
11,731	12	8	July 1, 1883	484	0 6	Connects at Conover, Iowa, with Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O.
6,986	12	2	July 1, 1881	225	2 0	² Balance of route (47.25 miles) covered by Penn Haven and Mount Carmel R. P. O. (See Table A ^a .)
3,390	7	50	Not weighed.		1 6	³ Balance of route covered by Houston and Del Rio R. P. O. (See Table A ^a .)
						Connects at Del Rio with Houston and Del Rio R. P. O., and at El Paso with Texarkana and El Paso R. P. O., Albuquerque and El Paso R. P. O., El Paso and Deming R. R., and Mexican Central R. R.
11,155	6	3	July 1, 1881	220	2 0	
13,342	6	12	Aug. 1, 1882	515	.....	⁴ Established May 19, 1884; there was R. P. O. service on this route previous to that date; at Denver, Ind., connects with Detroit and Peru and Michigan City and Indianapolis R. P. O.'s; at Logansport, Ind., connects Chicago, Richmond, and Cincinnati; Logansport and Keokuk; Marmont and Terre Haute; and Toledo and Saint Louis R. P. O.'s.
						⁵ Balance of route (186.03 miles) covered by Detroit and Peru R. P. O.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Denver and Semper, Colo.	7	38028	Denver, Semper, Colo.....	Denver R. R. Construction, Land and Coal Co.	10.39
Derby Line and Newport, Vt.	1	2010	White River Junction and Derby Line, Vt.	Conn. and Pass. and Massawippi Valley R. R.	9.72
Deshler and McComb, Ohio	5	21050	Deshler, McComb, Ohio ..	McC., Desh. and Tol.....	10.28
Detroit and Bay City Crossing and Saginaw, Mich. ¹	9	24049	Detroit and Bay City Crossing, Saginaw, Mich.	Flint and Pere Marquette.	3.76
De Witt and Tobias, Nebr	6	34026	De Witt, Tobias, Nebr....	Nebraska and Colorado ...	23.74
Dexter and Newport, Me..	1	2	Newport, Dexter, Me	Maine Central R. R.	14.90
Dickson and Centreville, Tenn.	5	19016	Dickson, Centreville, Tenn	Nashville and Tuscaloosa.	34.50
Dover and Portsmouth, N. H.	1	1016	Portsmouth, Dover, N. H..	Eastern R. R.	11.32
Dover and Chester, N. J..	2	7014	Dover, Chester, Pa	Del., Lack. and W., M. and E. Division.	13.94
Downingtown and New Holland, Pa.	2	8047	Downingtown, New Holland, Pa.	Penn'a.....	27.69
Downs and Bull City, Kans.	7	33029	Downs, Bull City, Kans ..	Central Branch, U. P. R. R	24.08
Doylestown and Lansdale, Pa.	2	8075	Lansdale, Doylestown, Pa.	Phila. and Reading	10.87
Dudley and Saxton, Pa	2	8138	Saxton, Dudley, Pa	Hunt. and Broad Top	6.18
Duluth and Brainerd, Minn.	6	26011	Duluth, Brainerd, Minn ..	Northern Pacific.....	114.67
Duncansville and Newry, Pa.	2	8140	Duncansville, Newry, Pa..	Penn'a.....	3.18
Durant and Lexington, Miss.	4	18017	Durant, Lexington, Miss..	Illinois Central R. R	13.16
Eagle Bend and Sauk Centre, Minn.	6	26047	Sauk Centre, Eagle Bend, Minn.	St. Paul, Minneapolis, and Manitoba.	37.34
Eagle and Elkhorn, Wis ..	6	25041	Elkhorn, Eagle, Wis.....	Chicago, Milwaukee and St. Paul.	17.56
East Berlin and Junction, Pa.	2	8033	Junction, East Berlin, Pa.	Hanover Junction, Hanover and Gettys.	7.36
East Saugus and Boston, Mass.	1	3002	Boston, East Saugus, Mass	Eastern R. R.....	10.77
East and West Junction and Broken Arrow, Ala.	4	17028	East and West Junction (n. o.), Broken Arrow, Ala.	East and West R. R. of Ala.	41.75
Ebervale and Lumber Yard, Pa.	2	8134	Lumber Yard, Ebervale, Pa.	Lehigh Valley	6.23
Echo and Park City, Utah.	8	41008	Echo City, Park City, Utah.	Echo and Park City R. R..	28.45
Eckley and Tunnel, Pa....	2	8135	Tunnel, Eckley, Pa.....	Lehigh Valley	2.24
Egan and Sioux Falls, Dak.	6	35007	Flandreau, Sioux Falls, Dak.	Chicago, Milwaukee and St. Paul.	34.77
Eland and Wausau, Wis ..	6	25049	Manitowoc, Wausau, Wis.	Milwaukee, Lake Shore and Western.	23.01
Elizabethtown, Cecilian, Ky.	5	20010	Elizabethtown, Cecilian, Ky.	Chesa. & Ohio & So. West.	6.37

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
7,605	7	6	Apr. 10, 1883	78	0 4	Train makes all Denver connections.
6,084	6	6	July 1, 1881	2,105	2 0	Supplied by Newport, Vt., and Newport and Springfield, R. P. O.
12,870	12	4	Jan. 17, 1881	40	.....	¹ At Detroit and Bay City Crossing, connects Bay City, Wayne and Detroit, and Ludington and Toledo R. P. O's; at Saginaw, Mich., connects Bay City and Jackson and East Saginaw and Lake View R. P. O's.
7,452	19	11	July 1, 1883	264	.....	
14,861	6	6	Not weighed.		0 6	Supplied by De Witt and Nebraska City, Nebr., and Beatrice, Nebr., R. P. O.
27,982	18	10	July 1, 1881	252	2 6	Supplied by Newport, Me., and Bangor and Boston R. P. O.
19,590	6	2	Mar. 17, 1884	159	.....	Formerly Dickson to Moore's (n.o.); extended March 17, 1884, to Centreville; increased distance 4.50 miles.
14,172	12	10	July 1, 1881	41	2 6	Supplied by Boston, Portsmouth, and Bangor and Boston R. P. O.
26,179	18	6	July 1, 1881	97	2 0	
34,666	12	20	July 1, 1881	340	3 0	
15,074	6	14	July 1, 1882	221	0 6	Connects at Downs with Atchison and Lenora R. P. O.
20,413	18	9	July 1, 1881	341	2 0	
3,856	6	2	July 1, 1881	57	2 0	Supplied by initial and terminal offices; connects at Brainerd, Minn., with Saint Paul, Minn., and Bismarck, Dak., R. P. O., and at Duluth, Minn., with Duluth, and Saint Paul, Minn., R. P. O.
83,938	7	24	May 1, 1882	121	0 6	
3,981	12	2	July 1, 1881	61	2 0	
8,238	6	2	Aug. 6, 1883	149	2 0	
23,374	6	12	Jan. 1, 1884	103	0 6	Connects at Sauk Centre, Minn., with Saint Vincent and Saint Paul, Minn., and with Little Falls and Morris, Minn., R. P. O's.
10,992	6	8	July 1, 1883	40	0 6	Supplied by initial and terminal offices; connects at Elkhorn, Wis., with Racine, Wis., and Rock Island, Ill., R. P. O., and at Eagle, Wis., with Milwaukee and Prairie du Chien, Wis., R. P. O.
4,607	6	3	July 1, 1881	687	2 0	
13,484	12	4	July 1, 1881	113	2 0	Supplied from Boston.
26,135	6	6	Nov. 1, 1883	106	3 0	
7,799	12	5	July 1, 1881	110	2 0	
41,651	14	14	May 2, 1881	277	2 0	
1,402	6	1	July 1, 1881	23	2 0	Supplied by initial and terminal offices; connects at Egan, Dak., with La Crosse, Wis., and Woonsocket, Dak., R. P. O., and at Sioux Falls, Dak., with Sioux Falls, Dak., and Sioux City, Iowa, and with Saint Paul, Minn., and Sioux Falls, Dak., R. P. O., and with Sioux Falls and Salem, Dak., pouch service.
21,766	6	16	Mar. 1, 1882	948	0 6	
28,808	12	16	July 1, 1883	687	0 6	Supplied by initial and terminal offices, and by Summit Lake and Milwaukee R. P. O.; connects at Wausau, Wis., with Merrill and Tomah, Wis., R. P. O.
7,775	12	4	July 1, 1880	904	.....	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Ellendale and Aberdeen, Dak.	6	35012	Ellendale, Ashton, Dak...	Chicago, Milwaukee and St. Paul.	37.40
Ellenville and Summitville, N. Y.	2	6113	Summitville, Ellenville, N. Y.	N. Y., Ont. and W.....	8.55
Elmer and Salem, N. J.....	2	7021	Elmer, Salem, N. J.....	West Jersey.....	17.01
Elmira Junction (n. o.) and Riverside, Iowa.	6	27048	Elmira Junction (n. o.), Riverside, Iowa.	Burlington, Cedar Rapids and Northern.	23.37
El Paso, Tex., and Deming, N. Mex.	7	39005	El Paso, Tex., Deming, N. Mex.	C. P. R. R., Lessees S. P. R. R.	88.72
Emmitsburgh and Rocky Ridge, Md.	3	10019	Emmitsburgh, Rocky Ridge, Md.	Western Maryland	7.26
Emory and Jefferson, Ga..	4	15045	Emory, Jefferson, Ga.....	Gainesville, Jefferson & So. R. R.	13.51
Essex and Wenham, Mass.	1	3008	Wenham, Essex, Mass....	Eastern R. R.....	5.41
Eufaula and Clayton, Ala.	4	17021	Eufaula, Clayton, Ala....	Vicksburgh and Brunswick R. R.	21.51
Fair Oaks, Attica, Ind.....	5	22028	Fair Oaks, Attica, Ind....	Chi. and Great Southern..	56.34
Fall Creek, Ill., and Hannibal, Mo.	6	23041	Quincy, Ill., Hannibal, Mo.	Chicago, Burlington and Quincy.	6.29
Farmington and Phillips, Me.	1	20	Farmington, Phillips, Me.	Sandy River R. R.....	18.25
Fayetteville and Lumber Bridge, N. C.	3	13011	Fayetteville, Lumber Bridge, N. C.	Cape Fear and Yad. Val..	16.55
Fergus Falls, Minn., and Milnor, Dak.	6	26042	Wadena, Minn., Milnor, Dak.	Northern Pacific.....	66.91
Flemington and Lambertville, N. J.	2	7009	Lambertville, Flemington, N. J.	Penn'a.....	12.52
Flomaton and Repton, Ala.	4	17026	Flomaton, Repton, Ala....	Louis. and Nash. R. R....	29.76
Florence, Wis., and Crystal Falls, Mich.	6	24032	Powers, Crystal Falls, Mich.	Chicago and Northwestern	16.21
Florence and Tuscumbia, Ala.	4	17025	Florence, Tuscumbia, Ala.	Memphis and Charleston R. R.	6.31
Flourtown and Conshohocken, Pa.	2	8074	Conshohocken, Flourtown, Pa.	Phila. and Reading	7.26
Fond du Lac and Iron Ridge, Wis.	6	25035	Fond du Lac, Iron Ridge, Wis.	Chicago, Milwaukee and Saint Paul.	28.83
Fork's Creek and Central City, Colo.	7	38021	Fork's Creek, Central City, Colo.	Colo. Central R. R.....	11.29
Fort Dodge and Tara, Iowa	6	27031	Des Moines, Fort Dodge, Iowa.	Des Moines and Fort Dodge.	6.13
Fort Valley and Perry, Ga.	4	15017	Fort Valley, Perry, Ga....	Southwestern R. R.....	13.32
Fostoria and Flint, Mich ¹ .	9	24047	Fostoria, Flint, Mich.....	Flint and Pere Marquette.	24.46
Frackville and Pottsville Pa.	2	8050	Pottsville, Frackville, Pa.	Phila. and Reading.....	11.62

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
23,412	6	12	July 1, 1883	174	0 6	Supplied by initial and terminal offices, and by Minneapolis, Minn., and Aberdeen, Dak., R. P. O.; connects at Aberdeen with Aberdeen and Mitchell, Dak., and Columbia, and Huron, Dak., R. P. O's.
5,352	6	3	July 1, 1881	222	2 0	
21,296	12	12	1, 1881	232	2 0	
14,629	6	8	1, 1883	35	0 6	Supplied by Iowa City, and by Muscatine and Montezuma, Iowa, R. P. O.; connects at Iowa City with West Liberty and Council Bluffs, Iowa, R. P. O., and at Elmira Junction with Albert Lea, Minn., and Burlington, Iowa, R. P. O.
64,943	7	12	Aug. 15, 1881	85	1 6	Connects at El Paso with Albuquerque and El Paso R. P. O., Texarkana and El Paso, R. P. O., Del Rio and El Paso Railroad, and Mexican Central Railroad; connects at Deming with Deming and Los Angeles R. P. O., Silver City and Deming Railroad, and Rincon and Deming Railroad.
9,089	12	8	July 1, 1881	788	1 0	Connects with Baltimore and Williamsport R. P. O.
8,457	6	4	July 2, 1883	52	2 0	
6,773	12	4	July 1, 1881	45	2 0	Supplied by Bangor and Boston R. P. O.
13,465	6	4	July 1, 1880	49	2 0	
12,394	6	2	.....	Not weighed		From March 14, 1884.
3,937	6	4	July 1, 1883	867	0 6	Connects at Quincy, Ill., with Chicago and Quincy, Ill., R. P. O., and at Hannibal with Hannibal, Mo., and Denison, Tex., R. P. O.
22,849	12	6	July 1, 1880	129	2 0	Supplied by Farmington, and Farmington and Lewiston R. P. O.
10,360	6	8	July 1, 1880	161	1 0	Connects with Gulf and Fayetteville R. P. O.
41,885	6	12	July 1, 1883	250	0 6	Supplied by initial and terminal offices, and by Wadena and Fergus Falls, Minn., R. P. O. Connects at Breckenridge, Minn., with Neche and Breckenridge and Fargo, Dak., Breckenridge and Saint Paul, Minn., R. P. O's.
15,675	12	10	July 1, 1881	137	2 0	
18,629	6	2	Sept. 1, 1882	7	2 0	
23,731	14	16	June 1, 1882	240	0 6	Supplied from Florence, Wis., and, by Powers, Mich., and Florence, Wis., R. P. O. Connects at Iron River Junction, Mich., with Iron River Junction and Iron River pouch service.
3,950	6	4	July 1, 1880	152	2 0	
4,544	6	2	July 1, 1881	35	2 0	
36,095	12	24	July 1, 1883	147	0 6	Supplied by Fond du Lac, Wis., and by Oshkosh and Milwaukee, Wis., R. P. O. Connects at Fond du Lac, Wis., with Fort Howard, Wis., and Chicago, Ill., R. P. O., Fond du Lac and Milwaukee, Wis., R. P. O., and Sheboygan and Princeton, Wis., R. P. O.
15,331	13	14	July 1, 1882	329	1 0	Connects at Fork Creek with Denver and Georgetown R. P. O.
3,837	6	2	July 1, 1883	758	0 6	Connects at Fort Dodge, Iowa, with Albert Lea, Minn., and Angus, Iowa, R. P. O., and at Tara, Iowa, with Ruthven and Des Moines, Iowa, R. P. O.
8,338	6	6	July 1, 1880	65	2 0	
30,623	6	12	July 1, 1883	70	.....	¹ At Otter Lake, Mich., connects Bay City and Detroit R. P. O.; at Flint, Mich., connects Bay City, Wayne, and Detroit, Ludington and Toledo, and Port Huron and Chicago R. P. O's.
14,548	12	7	July 1, 1881	119	2 0	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Franklin and Bellingham, Mass.	1	3075	Bellingham, Franklin, Mass.	Milford, Franklin and Providence.	5.37
Franklin, Mass., and Valley Falls, R. I.	1	3006	Franklin, Mass., Valley Falls, R. I.	New York and New Eng..	14.40
Franklin Furnace and Branchville Junction, N. J.	2	7025 (part)	Waterloo, Franklin Furnace, N. J.	Sussex.....	19.96
Frederick and Araby, Md.	3	10004	Frederick, Araby, Md....	Baltimore and Ohio	3.11
Freeland and Jeddo, Pa..	2	8058	Jeddo, Freeland, Pa.....	Lehigh Valley	3.24
Fulton and Guerneville, Cal	8	46027	Fulton, Guerneville, Cal..	San Fran. and N. Pac. R. R.	16.09
Gadsden and Atalla, Ala..	4	17020	Gadsden, Atalla, Ala....	E. Ala. and Cincinnati R. R.	6.13
Gainesville, Ala., and Narkeeta, Miss.	4	17011	Gainesville, Ala., Narkeeta, Miss.	Tramroad Transfer Co....	22.06
Galesville and Trempealeau, Wis.	6	25054	Trempealeau, Galesville, Wis.	Chicago and North Western.	8.23
Garro and London, Colo....	7	38024	Garro, London, Colo.....	D., S. P. and Pac. R. R....	15.75
Genoa and Fullerton, Nebr	6	34025	Genoa, Fullerton, Nebr...	Omaha, Niobrara and Black Hills.	14.54
Geneva and Aurora, Ill...	6	23056	Geneva, Aurora, Ill.....	Chicago and North Western.	10.62
Georgetown and Round Rock, Tex.	7	31026	Georgetown, Round Rock, Tex.	I. and G. N. Rwy.....	10.22
Gilbertville and Canton, Me.	1	19	Mechanic Falls, Gilbertville, Me.	Rumford Falls and Buckfield.	1.63
Gilroy and Tres Pinos, Cal	8	46034	Gilroy, Tres Pinos, Cal...	Southern Pac. R. R.....	20.20
Girard and Chanute, Kans	7	33039	Girard, Chanute, Kans...	Southern Kans. Rwy.....	41.23
Glode Spring and Saltville, Va.	3	11014	Glode Spring, Saltville, Va	Norfolk and Western.....	10.03
Glasgow Junction, Glasgow.	5	20011	Glasgow Junction, Glasgow, Ky.	Louis. and Nash	10.83
Glen Carbon and Schuylkill Haven, Pa.	2	8061	Schuylkill Haven, Glen Carbon, Pa.	Phila. and Reading	14.26
Glen Ellen and San Francisco, Cal.	8	46039	San Francisco, Glen Ellen, Cal.	Sonoma Valley R. R.....	46.35
Goshen and Pine Island, N. Y.	2	6010	Goshen, Pine Island, N. Y.	N. Y., L. E. and W	12.09
Grafton and Philippi, W. Va.	3	12012	Grafton, Philippi, W. Va.	Grafton and Greenbrier...	24
Grafton and Woodland, Cal.	8	46007	Woodland, Grafton, Cal...	Calif. Pac. R. R.....	9.84
Grand Gulf and Port Gibson, Miss.	4	18006	Grand Gulf, Port Gibson, Miss.	Grand Gulf and Port Gibson R. R.	7.81
Grantsburgh, Wis., and Rush City, Minn.	6	26051	Rush City, Minn., Grantsburgh, Wis.	St. Paul and Duluth	17.34
Gratiot and Shullsburgh, Wis.	6	25004	Milton Junction, Shullsburgh, Wis.	Chicago, Milwaukee and St. Paul.	11.50
Gratiot and Warren, Ill...	6	25020	Warren, Ill., Mineral Point, Wis.	do	7.15
Great Falls, Rollinsford (n. o.), N. H.	1	1021	Rollinsford (n. o.), Great Falls, N. H.	Boston and Maine	2.50
Great Neck Station and Whitestone Junction, N. Y.	2	6120	Whitestone Junction, Great Neck Station, N. Y.	Long Island	6.96

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round-trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
10,084	18	8	Aug. 20, 1883	Pounds. 71	Ft. In. 2 6	Supplied by Providence and Boston and Hope Junction R. P. O.
18,028	12	4	May 2, 1881	51	.....	Supplied by closed pouches from Boston and Providence.
12,470	12	6	July 1, 1881	195	2 0	¹ Balance of route, 14.80 miles, covered by Branchville and Waterloo R. P. O. (See Table A ^a .)
5,189	16	9	July 1, 1881	73	1 0	Connects with the Baltimore and Lexington R. P. O.
2,028	6	1	July 1, 1881	73	2 0	
10,072	6	4	July 1, 1882	164	2 0	
3,837	6	2	July 1, 1880	116	2 0	
13,809	6	4	July 1, 1880	96	2 0	
10,303	12	8	Apr. 23, 1883	116	0 6	Supplied by Trempealeau, Wis., and by Chicago, Ill., and Winona, Minn., R. P. O.
19,719	12	20	Dec. 15, 1882	159	0 6	Connects at Garo with Denver and Leadville R. P. O.
9,102	6	8	.....	Not weighed	0 6	Supplied by initial and terminal office, and by Columbus and Albion, Nebr., R. P. O.
33,240	30	38	Apr. 16, 1884	251	0 6	Supplied by initial and terminal offices. Connects at Geneva, Ill., with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O., and at Aurora, Ill., with Chicago, Ill., and Burlington, Iowa; Chicago and Streator, Ill., and with Chicago, Forreston, Ill., and Dubuque, Iowa R. P. O.
14,962	14	12	July 1, 1882	502	1 0	Connects at Round Rock with Palestine and Laredo R. P. O.
1,020	6	2	July 1, 1882	15	.....	Pouches exchanged with Canton and Mechanic Falls R. P. O.
27,385	13	8	July 1, 1882	84	2 0	
26,812	6	20	Feb. 11, 1884	133	0 6	Connects at Girard with Fort Scott and Joplin R. P. O., and Girard and Galena R. P. O.; at Walnut with Hannibal and Denison R. P. O., and at Chanute with Kansas City and Harper R. P. O., and Junction City and Parsons R. P. O.
6,278	6	1	July 1, 1881	48	0 6	Connects with Lynchburgh and Bristol R. P. O.
11,891	(²)	3	July 1, 1880	279	.....	² Six round trips and six half trips per week.
13,390	9	9	July 1, 1881	127	2 0	
33,928	7	4	Mar. 15, 1883	70	2 0	
15,136	12	4	July 1, 1881	92	2 0	
15,024	6	4	Mar. 17, 1884	133	0 6	
7,203	7	6	July 1, 1882	64	2 0	
4,889	6	2	July 1, 1880	40	2 0	
10,854	6	2	Feb. 1, 1884	62	0 6	Supplied by Rush City, Minn., and by Duluth, and Saint Paul, Minn., R. P. O.
14,398	12	8	July 1, 1883	1,043	0 6	Supplied by Gratiot, Wis., and by Milton and Mineral Point, Wis., R. P. O.
8,951	12	28	July 1, 1883	1,057	0 6	Connects at Gratiot, Wis., with Milton and Mineral Point, Wis., R. P. O., and with Gratiot and Shullsburgh, Wis., pouch service. Connects at Warren, Ill., with Chicago, Ill., and Dubuque, Iowa, and with Dubuque, Iowa, and Mendota, Ill., R. P. O's.
6,260	24	12	July 1, 1881	260	.....	Pouches exchanged with Dover, N. H., Boston, Mass., Portland and Boston R. P. O.
8,713	12	13	Aug. 21, 1882	228	2 0	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Greeley and Stout, Colo...	7	38027	Greeley, Stout, Colo	G., St. L. and Pac. R. R...	39. 05
Greenfield and Kampsville, Ill.	6	23060	Greenfield, Kampsville, Ill.	Litchfield, Carrollton and Western.	22. 90
Greenleaf and Washington, Kans.	7	233021 (part)	Waterville, Washington, Kans.	Cent. Branch U. P. R. R..	27
Greenville and Arcola, Miss.	4	18011	Greenville, Arcola, Miss ..	Ga. Pacific Rwy	22. 38
Greenwich and Johnsonville, N. Y.	2	6082	Johnsonville, Greenwich, N. Y.	Greenwich and Johnsonville.	14. 99
Grinnell and Montezuma, Iowa.	6	27032	Grinnell, Montezuma, Iowa.	Central Iowa	17. 49
Griswold and Red Oak, Iowa.	6	27055	Red Oak, Griswold, Iowa..	Chicago, Burlington and Quincy.	18. 88
Grosse Isle and Slocum, Mich. ³	9	24011	Grosse Isle, Slocum Junction, Mich.	Michigan Central.....	2. 36
Groveton, Lancaster, N. H.	1	1006	Groveton, Wells River, Vt.	Bos., Conc. and Mont.....	10. 68
Gruelle and Leesburgh, Fla	4	16014	Gruelle, Leesburgh, Fla...	Fla. Southern Rwy'.....	72. 80
Gulf and Greensborough, N. C.	3	13011	Gulf, Greensborough, N. C.	Cape Fear and Yad. Val ..	52. 97
Gunnison and Castleton, Colo.	7	438014 (part)	Nathrop, Gunnison, Colo..	D., S. P. and Pac. R. R	414. 04
Gunnison and Crested Butte, Colo.	7	38016	Gunnison, Crested Butte, Colo.	Denver and Rio Grande Rwy.	28. 40
Gurdon and Camden, Ark.	7	29010	Gurdon, Camden, Ark	St. L., I. M. and S. Rwy ..	34. 28
Guthrie Centre and Menlo, Iowa.	6	27059	Menlo, Guthrie Centre, Iowa.	Chicago, Rock Island and Pacific.	15. 05
Hagerstown, Ind., and Harrison, Ohio.	5	21031	Hagerstown, Ind., Harrison, Ohio.	Whitewater Valley	63. 16
Hailey and Shoshone, Idaho.	8	42001	Shoshone, Hailey, Idaho ..	Oregon Short Line	57. 90
Halifax and Scotland Neck, N. C.	3	13019	Halifax, Scotland Neck, N. C.	Wilmington and Weldon..	21
Halstad and Moorhead, Minn.	6	26052	Moorhead, Halstad, Minn .	St. Paul, Minneapolis and Manitoba.	34. 31
Hammondsport and Bath, N. Y.	2	6096	Bath, Hammondsport, N. Y.	Bath and Hammondsport .	9. 81
Hampton and Belmond, Iowa.	6	27078	Hampton, Belmond, Iowa .	Central Iowa	22. 82

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
39,469	(¹)	26	Feb. 1, 1883	Pounds. 102	Ft. In. 1 0	¹ 12 round trips, between Greeley and Fort Collins, 24 miles, and 6 round trips, between Fort Collins and Stout, 15.05 miles. Connects at Greeley with Cheyenne and Denver, R. P. O., and at Fort Collins with Fort Collins and Denver, R. P. O.
14,335	6	12	May 1, 1884	38	0 6	Supplied by Carrollton and Greenfield, Ill. Connects at Greenfield, Ill., with Rock Island, Ill., and Saint Louis, Mo., R. P. O., and at Carrollton, Ill., with Saint Louis, Louisiana, and Kansas City, Mo., R. P. O.
4,382	6	6	July 1, 1882	1,621	0 6	² Balance of route covered by Atchison and Lenora R. P. O. (See Table A ^a). Connects at Greenleaf with Atchison and Lenora R. P. O.
14,009	6	6	Mar. 28, 1881	59	2 0	
23,459	15	8	July 1, 1881	172	2 0	
21,897	12	10	July 1, 1883	161	0 6	Connects at Grinnell, Iowa, with West Liberty and Council Bluffs, Iowa, R. P. O., and with Mason City and Albia, Iowa, R. P. O. Connects at Montezuma, Iowa, with Muscatine and Montezuma, Iowa, R. P. O.
23,637	12	24	July 1, 1883	89	0 6	Connects at Griswold, Iowa, with Atlantic and Griswold, Iowa, pouch service, and at Red Oak, Iowa, with Burlington and Council Bluffs, Iowa, and with Red Oak and Eastport, Iowa, R. P. O.'s.
1,481	6	2	July 1, 1883	34	.....	³ At Slocum Junction, Mich., connects with Detroit and Toledo R. P. O.; day line.
13,371	12	10	July 1, 1881	1,464	.....	Pouches exchanged with Groveton, Lancaster, Lancaster and Boston R. P. O., and Port. and I. Pond R. P. O.
45,622	6	23	Feb. 25, 1884	208	4 0	
33,159	6	6	July 1, 1880	161	1 0	Connects with Gulf and Fayetteville R. P. O.
7,789	6	8	May 26, 1884	385	0 6	⁴ Balance of route covered by Buena Vista and Gunnison R. P. O. (See Table A ^a). Connects at Gunnison with Buena Vista and Gunnison R. P. O., Denver and Ogden R. P. O., and Gunnison and Crested Butte R. R.
17,779	6	14	Jan. 2, 1882	161	0 6	Connects at Gunnison with Buena Vista and Gunnison R. P. O., Denver and Ogden R. P. O., and Gunnison and Castleton R. R.
21,459	6	22	Dec. 1, 1881	214	0 6	Connects at Gurdon with Saint Louis and Texarkana R. P. O., and at Camden with Cairo and Texarkana R. P. O.
18,842	12	24	July 1, 1883	180	0 6	Supplied by initial and terminal offices and by West Liberty and Council Bluffs, Iowa, R. P. O.
4,112	6	2	July 1, 1880	468	.....	Closed pouches only between Hagerstown and Cambridge City, 6.75 miles; residue R. P. O.
42,383	7	14	Not weighed.		2 0	
13,146	6	2	Oct. 9, 1882	104	0 6	Connects with Richmond and Wilmington R. P. O.
21,478	6	10	Not weighed.		0 6	Supplied by initial and terminal offices. Connects at Moorhead, Minn., with Fargo, Dak., Breckenridge and Saint Paul, Minn.; Neche, Dak., and Breckenridge, Minn., and with Saint Paul, Minn., and Bismarck, Dak., R. P. O's.
12,282	12	6	July 1, 1881	208	2 0	
14,285.32	6	12	May 1, 1882	100	0 6	Supplied by initial and terminal offices. Connects at Hampton, Iowa, with Mason City and Albia Iowa, and Sumner and Hampton, Iowa, R. P. O's

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Hannibal and Palmyra, Mo.	7	28050	Hannibal, Palmyra, Mo ...	H. and St. J. R. R	15. 93
Hanover Junction and Valley Junction, Pa.	2	8102	Hanover Junction, Gettysburgh.	Han. Junc., Han. and Gettys.	16. 16
Harbor Springs and Petoskey, Mich. ²	9	24056	Harbor Springs, Petoskey, Mich.	Grand Rapids and Indiana	8. 35
Harlan and Avoca, Iowa..	6	27045	Avoca, Harlan, Iowa	Chicago, Rock Island and Pacific.	14. 21
Harrodsburgh Junction and Harrodsburgh, Ky.	5	20021	Harrodsburgh Junction, Harrodsburgh, Ky.	Southwestern of Ky	5. 62
Hart and Mears, Mich	9	24046	Hart, Mears, Mich	Chicago and West Michigan.	4. 15
Hartington and Wakefield, Nebr.	6	34022	Wakefield, Hartington, Nebr.	Chicago, St. Paul, Minneapolis and Omaha.	33. 80
Hart's Road and Jacksonville, Fla.	4	16009	Hart's Road to Jacksonville, Fla.	Fernandina and Jacksonville, R. R.	23. 27
Hartwell and Bowersville, Ga.	4	15029	Hartwell to Bowersville, Ga.	Hartwell R. R.	10. 00
Harwood and Gonzales, Tex.	7	31040	Harwood, Gonzales, Tex ..	G. H. and S. A. Rwy	12. 62
Hastings and Sidney, Iowa	6	27043	Hastings, Sidney, Iowa ...	Chicago, Burlington and Quincy.	22. 22
Haverhill and Georgetown, Mass.	1	3013	Georgetown, Haverhill, Mass.	Boston and Maine	7. 76
Hayt's Corners and Willard, N. Y.	2	6128	Hayt's Corners, Willard, N. Y.	Geneva, Ith. and Sayre ...	5. 42
Hazle Creek Bridge and Audenried, Pa.	2	8012	Hazle Creek Bridge, Audenried, Pa.	Lehigh Valley	8. 52
Hebron and Chester, Nebr.	6	34024	Chester, Hebron, Nebr....	Nebraska and Colorado...	11. 83
Henderson and Overton, Tex.	7	31015	Henderson, Overton, Tex ..	I. and G. N. Rwy	16. 57
Henderson and Oxford, N. C.	3	13014	Henderson, Oxford, N. C..	Oxford and Henderson....	13. 40
Heron Lake and Woodstock, Minn.	6	26028	Heron Lake, Woodstock, Minn.	Chicago, St. Paul, Minneapolis and Omaha.	44. 21
Highlands and Branchport Junction, N. J.	2	7026 (part)	Sandy Hook, Pemberton Junction. J.	Phila. and Read., N. J. So. Division.	37. 30
Hilbert and Appleton, Wis.	6	25040	Hilbert, Appleton, Wis...	Milwaukee and Northern.	21. 83
Hilliards and Branchton Junction, Pa.	2	8152	Branchton Junction, Hilliards, Pa.	Shenango and Allegheny .	10. 41
Hillsborough and Blanchester, Ohio.	5	21017	Hillsborough, Blanchester, Ohio.	Cin., Wash. and Balto....	21. 00
Hillsborough and Sardinia, Ohio.	5	21066	Hillsborough, Sardinia, Ohio.	Columbus and Maysville..	19. 59
Hinkley and Saint Cloud, Minn.	6	26049	Saint Cloud, Hinkley, Minn.	St. Paul, Minneapolis and Manitoba.	68. 04
Hodges and Abbeville, S. C.	4	14009	Hodges, Abbeville, S. C ..	Columbia and Greenville R. R.	11. 82
Holyoke and Westfield, Mass.	1	3069	Holyoke, Westfield, Mass.	New Haven and Northampton.	10. 53
Honesdale and Carbondale, Pa.	2	8116	Honesdale, Carbondale, Pa	Del. and Hud. Canal Co ...	19. 62
Honesdale and Lackawaxen, Pa.	2	8009	Honesdale, Lackawaxen, Pa.	N. Y., L. E. and W	26. 13

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
23,322	14	16	July 1, 1883	<i>Pounds.</i> 425	<i>Ft. In.</i> 1 0	Makes all Hannibal connections and connects at Palmyra with Quincy and Kansas City R. P. O.
7,724	6	3	July 1, 1881	528	2 0	¹ Balance of route (23.70 miles) covered by Glyn-don and Gettysburgh R. P. O. See Table A ^a .
15,681	18	6	July 1, 1883	132	.....	² At Petoskey, Mich., connects Mackinaw City and Grand Rapids R. P. O.
17,790	12	16	July 1, 1883	215	0 6	Supplied by initial and terminal offices, and by West Liberty and Council Bluffs, Iowa, R. P. O.
10,554	18	6	July 1, 1880	126	.....	
2,597	6	4	July 1, 1883	64	.....	
21,158	6	12	Dec. 15, 1883	100	0 6	Supplied by initial and terminal offices. Con-nects at Wakefield with Emerson and Norfolk, Nebr., R. P. O.
16,987	7	8	Apr. 5, 1881	566	4 0	
6,260	6	4	July 1, 1880	72	2 0	
18,476	14	4	Nov. 1, 1882	366	0 6	Connects at Harwood with Houston and Del Rio R. P. O.
13,909	6	12	July 1, 1883	146	0 6	Supplied from Hastings, Iowa, and by Burlington and Council Bluffs, Iowa, R. P. O.
4,857	6	2	July 1, 1881	27	.....	Pouches exchanged with Haverhill and George-town, Mass.
8,482	15	12	July 2, 1883	113	2 0	
5,334	6	5	July 1, 1881	42	2 0	
14,811	12	8	Feb. 20, 1884	107	0 6	Supplied by Chester, Nebr., and Crete and Red Cloud, Nebr., R. P. O.
12,129	7	6	July 1, 1882	262	0 6	Connects at Overton with Texarkana and Houston R. P. O.
8,388	6	2	Sept. 20, 1881	164	0 6	Connects with Norfolk and Raleigh R. P. O.
27,675	6	24	July 1, 1883	88	0 6	Supplied by initial and terminal offices, and by Saint Paul, Minn., and Sioux City, Iowa, R. P. O.
6,303	48.25	8	July 1, 1881	196	2 0	³ Balance of route (30.23 miles) covered by Red Bank and Bridgeton R. P. O. (see Table A ^a), and no service (4.19 miles) Sandy Hook to High-lands, and (3.90 miles) Branchport Junction to Eatontown, and closed-pouch service (19.38 miles) Whitney to Pemberton Junction.
27,331	12	16	July 1, 1883	471	0 6	⁴ 15 times a week for 3 months, and 6 times a week for 9 months, from Highlands to Branchport Junction.
6,516	6	4	May 1, 1884	66	2 0	Supplied by initial and terminal offices, Menasha, Wis., and by Green Bay and Milwaukee, Wis., R. P. O. Connects at Menasha, Wis., with Ash-land and Menasha, Wis., and Fort Howard, Wis., and Chicago, Ill., R. P. O's.
26,292	12	4	July 1, 1880	392	.....	
12,263	6	2	July 1, 1880	144	.....	
42,593.04	6	12	July 2, 1883	37	0 6	Supplied by initial and terminal offices. Connects at Hinckley, Minn., with Duluth and Saint Paul, Minn., R. P. O., and at Saint Cloud, Minn., with Saint Vincent and Saint Paul, Minn., R. P. O.
7,400	6	4	July 1, 1880	611	0	
13,183.56	12	6	July 1, 1881	108	.....	Pouches exchanged with Holyoke, Westfield, Wms. and New Haven R. P. O.
24,564	12	6	July 1, 1881	179	2 0	
32,714	12	12	July 1, 1881	297	2 0	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Hope and Ripon, Dak ...	6	35003	Breckenridge, Minn., Hope, Dak.	St. Paul, Minneapolis and Manitoba.	29.73
Hope Valley and Wood River Junction (n. o.), R. I.	1	4009	Wood River Junction (n. o.), Hope Valley, R. I.	New York, Prov. and Bos.	5.95
Hopewell Junction and Wicopee Junction, N. Y.	2	6125	Hopewell Junction, Wicopee Junction, N. Y.	New York and New England.	11.19
Hortonville and Oshkosh, Wis.	6	25046	Oshkosh, Hortonville, Wis.	Milwaukee, Lake Shore and Western.	23.77
Houlton, Me., and New Brunswick Line (n. o.).	1	16	Houlton, Me., New Brunswick Line (n. o.).	New Brunswick	3.93
Houston and Alvin, Tex..	7	31047	Houston, Alvin, Tex.....	G., Colo. and S. F. Rwy ...	24.68
Houston and Columbia, Tex.	7	31008	Houston, Columbia, Tex..	I. and G. N. Rwy.....	51.25
Houston and Sealy, Tex..	7	31020	Houston, Sealy, Tex.....	Texas Western Rwy	52.20
Humboldt and Republic, Mich.	6	24053	Humboldt, Republic, Mich	Marquette, Houghton and Ontonagon.	8.70
Hunter and Phœnicia, N. Y.	2	6118	Phœnicia, Hunter, N. Y..	Stony Clove and Catskill..	14.73
Huntsville and Phelps (n. o.), Tex.	7	31034	Huntsville, Phelps (n. o.), Tex.	I. and G. N. Rwy.....	8.51
Huron and Norwalk, Ohio.	5	21087	Huron, Norwalk, Ohio....	Wheel. and Lake Erie	13.67
Inman and Bridgeport, Tenn.	5	19012	Inman, Bridgeport, Tenn.	Nash., Chatt. & St. Louis.	19.62
Intersection and Ebbrale, Pa.	2	8082 (part)	Valley Junction, Ebbrale, Pa.	Han. June., Han. and Gettys.	5.77
Ione and Galt, Cal.....	8	46023	Galt, Ione, Cal.....	Cent'l Pac. R. R.	27.79
Iowa Falls and Eldora Junction, Iowa.	6	27088	Eldora Junction (n. o.), Iowa Falls, Iowa.	Chicago, Iowa and Dakota.	21.59
Iron River Junction and Iron River, Mich.	6	24038	Iron River Junction (n. o.), Iron River, Mich.	Chicago and Northwestern.	19.81
Iroquois, Dak., and Harwarden, Iowa.	6	27070	Eagle Grove, Iowa, Iroquois, Dak.	Chicago and Northwestern.	126.42
Irvona and Bellwood, Pa..	2	8087	Bellwood, Irvona, Pa	Bell's Gap	25.72
Irwin's Station and Sewickley, Pa.	2	8129	Irwin's Station, Sewickley, Pa.	Youghiogheny.....	9.79
Jacksonville and Palatka, Fla.	4	16018	Jacksonville, Palatka, Fla.	Jacks., Tampa and Key West R. R.	56.20
Jacksonville and Saint Augustine, Fla.	4	16016	Jacksonville, Saint Augustine, Fla.	Jacks., St. Augustine and Halifax River R. R.	36.80
Jamaica and Brooklyn, N. Y.	2	6124	Brooklyn, Jamaica, N. Y..	Long Island	9.18
Jamestown and Burr Oak, Kans.	7	33032	Jamestown, Burr Oak, Kans.	Cent. Branch U. P. R. R...	33.90
Jamesville and Washington, N. C.	3	13013	Jamesville, Washington, N. C.	Jamesville & Washington.	22.57

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
18,610	6	20	April 1, 1884	Pounds. 476	Ft.In. 0 6	Supplied by initial and terminal offices, and by Mayville, Dak., and Breckenridge, Minn., R. P. O. Connects at Ripon, Dak., with Portland and Everest, Dak. Pouch service.
14,898	24	8	July 1, 1881	118	.....	Pouches exchanged with Providence and New London R. P. O.
3,502	3	4	July 1, 1881	383	3 0	Mails carried in one direction only—from Hope-well Junction to Wicopee Junction.
29,760	12	12	July 1, 1883	48	0 6	Supplied by initial and terminal offices. Connects at Hortonville, Wis., with Summit Lake and Milwaukee, Wis., R. P. O.; at Crete with Ashland and Menasha, Wis., R. P. O., and at Oshkosh, Wis., with Fort Howard, Wis., and Chicago, Ill., and with Oshkosh and Milwaukee, Wis., R. P. O's.
4,920	12	8	July 1, 1881	303	.....	Pouches exchanged with Vanceborough and Bangor R. P. O.
18,066	7	6	Not weighed.		0 6	Makes all Houston connections and connects at Alvin with Fort Worth and Galveston R. P. O.
16,042	3	22	July 1, 1882	158	0 6	Makes all Houston connections.
32,678	6	8	July 1, 1882	41	0 4	Makes all Houston connections, and connects at Sealy with Fort Worth and Galveston R. P. O.
10,892	12	4	July 1, 1883	61	0 6	Supplied by Humboldt, Mich., and by Marquette and L'Anse, Mich., R. P. O.
9,220	6	10	July 1, 1883	300	3 0	
12,458	14	4	July 1, 1882	150	0 6	Connects at Phelps with Texarkana and Houston R. P. O. and Denison, Troup and Houston R. P. O.
17,114	12	4	Oct. 9, 1882	120	.....	
9,562	6	2	July 1, 1880	87	.....	Formerly Victoria to Bridgeport; extended May 1, 1884, to begin at Inman; increased distance, 5.21 miles.
3,612	6	3	July 1, 1881	373	2 0	Balance of route (7.20 miles) covered by Glyndon and Gettysburgh R. P. O. (See Table A ^a .)
20,342	7	24	July 1, 1882	547	2 0	
17,962	8	16	Mar. 20, 1884	92	0 6	Supplied by Iowa Falls and Eldora, Iowa, and by Tama City and Hawarden, Iowa, R. P. O. Connects at Eldora, Iowa, with Mason City and Ottumwa, Iowa, R. P. O., and at Iowa Falls, Iowa, with Dubuque and Sioux City, Iowa, R. P. O.
12,401	6	4	July 1, 1883	51	0 6	Supplied by Florence, Wis. Connects at Florence, Wis., with Powers, Mich., and Florence, Wis., R. P. O.
79,138	6	28	Apr. 16, 1884	927	1 0	Supplied by initial and terminal offices and by Parker, Dak. Connects at Iroquois, Dak., with Tracy, Minn., and Pierre, Dak., R. P. O.; at Vilas, Dak., with La Crosse, Wis., and Woonsocket, Dak., R. P. O.; at Salem, Dak., with Sioux Falls and Salem, Dak., pouch service; at Parker, Dak., with Calmar, Iowa, and Chamberlain, Dak., R. P. O., and at Hawarden, Iowa, with Tama City and Hawarden, Iowa, R. P. O.
32,201	12	5	July 1, 1881	55	2 0	
6,128	6	2	July 1, 1881	24	2 0	
82,066	14	10	Mar 17, 1884	1,607	3 0	
49,753	12	4	Aug. 1, 1883	455	2 0	
28,733	30	9	May 1, 1883	208	2 0	
21,221	6	23	July 1, 1882	256	0 6	Connects at Jamestown with Atchison and Lenora R. P. O.
14,128	6	8	July 1, 1881	20	1 0	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Janesville and Afton, Wis.	6	25052	Afton, Janesville, Wis.	Chicago and Northwestern	6. 64
Janesville and Beloit, Wis.	6	25036	Janesville, Beloit, Wis.	Chicago, Milwaukee and St. Paul.	15. 76
Jefferson Junction and Susquehanna, Pa.	2	Part of 8064	Carbondale, Susquehanna, Pa.	N. Y., L. E. and W.	13. 50
Jeffersonville and Claysville Junction.	5	21057	Jeffersonville, Ohio, Claysville Junction, Ohio.	Cin., Col. & Hock. Val.	28. 00
Johnson Junction and Hillsborough.	5	20019	Johnson Junction, Ky., Hillsborough, Ky.	Cin. & So. Eastern.	17. 08
Johnsonville and Stoneville.	4	18013	Johnsonville, Miss., to Stoneville, Miss.	Ga. Pacific R'w'y.	20. 43
Juab and Frisco, Utah.	8	41001	Ogden City, Frisco, Utah.	Utah Cent'l R. R.	138. 50
Judd and Lehigh, Iowa.	6	27037	Judd, Lehigh, Iowa.	Crooked Creek Railway and Coal.	9. 47
Junction and Mound City, Ill.	6	23028	Junction, Mound City, Ill.	Illinois Central.	2. 94
Junction and Quarryville, Pa.	2	8137	Junction, Quarryville, Pa.	Phila. and Reading.	23. 50
Katahdin Iron Works, Milo Junction (n. o.), Me.	1	9	Milo Junction (n. o.), Katahdin Iron Works.	Bangor & Katahdin Iron Works.	18. 94
Keithsburg, Ill., and Morning Sun, Iowa.	6	27086	Oskaloosa, Iowa, Keithsburg, Ill.	Central Iowa.	17. 20
Kenesaw and Holdrege, Nebr.	6	34023	Kenesaw, Holdrege, Nebr.	Nebraska and Colorado ...	40. 32
Keokuk, Iowa, and Warsaw, Ill.	6	23027	State Line (n. o.), Warsaw, Ill.	Wabash, St. Louis and Pacific.	6. 47
Keyport and Freehold, N. J.	2	7043	Keyport, Freehold, N. J. ..	Freehold and New York. ..	14. 99
Keysville and Clarksville, Va.	3	11032	Keysville, Clarksville, Va.	Richmond and Mecklenburgh.	31. 63
King's Mountain Station, Yosemite.	5	20028	King's Mountain Station, Yosemite, Ky.	Cin., Green River and Nash.	11. 42
Kingston Depot, Narragansett Pier, R. I.	1	4007	Kingston Depot, Narragansett Pier.	Narragansett Pier R. R. ...	9. 14
Kingston and Rome.	4	15008	Kingston to Rome, Ga.	Rome R. R.	20. 32
Kinkora and Lewistown, N. J.	2	7012	Kinkora, Lewistown, N. J.	Penn'a.	10. 70
Kinzua Junction and Smethport, Pa.	2	8132	Bradford, Smethport, Pa. ..	Brad., B. and K.	3 15. 84
Knoxville and Marysville.	5	19014	Knoxville, Marysville, Tenn.	Knox. and Augusta.	18. 45
Kosciusko and Durant. ...	4	18009	Kosciusko to Durant, Miss.	Illinois Central R. R.	21. 70
L'Anse and Houghton, Mich.	6	24040	Marquette, Houghton, Mich.	Marquette, Houghton and Ontonagon.	31. 74
Laclede and Sumner, Mo.	6	27008	Burlington, Iowa, Sumner, Mo.	Chicago, Burlington and Kansas City.	10. 31
La Harpe, Ill., Burlington, Iowa.	6	23076	La Harpe, Ill., Burlington, Iowa.	Wabash, St. Louis and Pacific.	20. 83

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
12,469	18	8	July 1, 1883	Pounds. 142	Ft. In. 0 6	Connects at Afton, Wis., with Chicago, Ill., and Winona, Minn., R. P. O., and at Janesville, Wis., with Fort Howard, Wis., and Chicago, Ill., Milwaukee and Prairie du Chien, Wis., and Milton and Mineral Point, Wis., R. P. O's.
19,731	12	4	July 1, 1883	66	0 6	Connects at Beloit, Wis., with Chicago, Ill., and Winona, Minn., R. P. O., and with Racine, Wis., and Rock Island, Ill., R. P. O.
2,191	6	2	July 1, 1881	237	2 0	¹ Balance of route (35.64 miles) covered by Nineveh and Carbondale R. P. O. (See Table A ^a .)
4,368	3	(²)	June 12, 1882	98	.....	² Two pouches exchanged 3 days in each week.
10,692	6	2	July 1, 1880	1,242	.....	
12,789	6	4	Mar. 1, 1882	30	2 0	
101,382	7	20	July 1, 1882	861	2 0	
5,928	6	2	July 1, 1883	38	0 6	Connects at Judd, Iowa, with Dubuque and Sioux City, Iowa, R. P. O.
3,680	12	4	Aug. 1, 1883	86	0 6	Connects at Junction, Ill., with Centralia and Cairo, Ill., R. P. O., and at Mound City, Ill., with Danville and Cairo, Ill., R. P. O.
29,422	12	10	July 1, 1881	326	2 0	
11,856	6	4	Nov. 13, 1882	64	.....	Pouches exchanged with Greenville and Oldtown R. P. O.
10,767	6	10	Not weighed	.....	0 6	Supplied by Keithsburg, Ill., and Morning Sun, Iowa, and by Peoria and Keithsburg, Ill., and Morning Sun and Oskaloosa, Iowa, R. P. O.'s
25,246	6	16	Feb. 20, 1884	159	0 6	Connects at Keithsburg, Ill., with Galva, Ill., and Burlington, Iowa, R. P. O., and at Morning Sun, Iowa, with Albert Lea, Minn., and Burlington, Iowa, R. P. O.
8,100	12	4	July 1, 1883	1,766	0 6	Supplied by initial and terminal offices and by Hastings and Kearney, Nebr., R. P. O.
28,151	18	28	July 1, 1881	233	3 0	Connects at Keokuk, Iowa, with Des Moines and Keokuk, Iowa, Burlington, Iowa, and Saint Louis, Mo., and Keokuk and Centreville, Iowa, R. P. O.'s; connects at Hamilton, Ill., with Logansport, Ind., and Keokuk, Iowa, R. P. O.
19,800	6	12	Feb. 1, 1883	97	1 0	Connects with Richmond and Danville R. P. O.
6,821	6	2	Mar. 11, 1884	83	.....	Formerly King's Mountain to Middleburgh; extended March 11, 1884, to Yosemite; increased distance, 0.75 mile.
22,886	24	2	July 1, 1881	194	.....	Pouches exchanged with Providence, Prov. and N. L., Bos., Prov. and N. Y. R. P. O's.
27,584	13	6	July 1, 1880	149	2 0	
6,698	6	2	July 1, 1881	56	2 0	
19,831	12	6	July 1, 1881	101	2 0	³ Balance of route (10.21 miles) covered by Wells-ville and Bradford R. P. O. (See Table A ^a).
4,981	6	2	July 1, 1880	93	.....	From January 22, 1884. Previous to that date there was R. P. O. service on this route.
13,584	6	4	July 1, 1880	176	2 0	
19,869	6	16	Apr. 16, 1884	743	0 6	Supplied by initial and terminal offices, and by Marquette and L'Anse, Mich., R. P. O.
6,454	6	8	July 1, 1883	473	0 6	Supplied by initial and terminal offices, and by Burlington, Iowa, and Laclede, Mo., R. P. O.; connects at Sumner, Mo., with Council Bluffs, Iowa, and Brunswick, Mo., R. P. O.
26,079	12	16	July 1, 1883	65	0 6	Supplied by initial and terminal offices, and by Logansport, Ind., and Keokuk, Iowa, R. P. O.; connects at Burlington, Iowa, with Burlington and Council Bluffs, Iowa, R. P. O.; Burlington, Iowa, and Saint Louis, Mo., R. P. O.; Burlington, Iowa, and Laclede, Mo., R. P. O.; Burlington and Brighton, Iowa, R. P. O.; Albert Lea, Minn., and Burlington, Iowa, R. P. O.; and with Chicago, Ill., and Burlington, Iowa, R. P. O.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Lake George and Fort Edward, N. Y.	2	6032	Fort Edward, Lake George, N. Y.	Del. and Hud. Canal Co...	15.95
Lake Roland and Western Maryland R. R. Jct., Md.	3	10018	Lake Roland, Western Maryland R. R. Jct., Md.	Western Maryland	9.00
Lane's and Georgetown ...	4	14020	Lane's to Georgetown, S. C.	Georgetown and Lane's R. R.	39.20
Lansdale and Norristown, Pa.	2	8098	Norristown, Lansdale, Pa.	Phila. and Reading	10.30
Las Vegas and Las Vegas Hot Springs, N. M.	7	39007	Las Vegas, Las Vegas Hot Springs, N. M.	A., T. & S. F. R. R.	10.89
Latrobe and Ligonier, Pa.	2	8118	Latrobe, Ligonier, Pa.	Ligonier Valley	10.67
Laurens and Newberry ...	4	14012	Laurens to Newberry, S. C.	Laurens R. R.	31.93
Lawrence, Lowell, Mass...	1	3017	Lowell, Lawrence, Mass. ..	Boston and Lowell	14.25
Lawrence, Salem, Mass ...	1	3005	Salem, Lawrence, Mass ...	Eastern	21.29
Lawrenceburgh Junction, Lawrenceburgh.	5	22045	Lawrenceburgh Junction (n. o.), Lawrenceburgh, Ind.	Cin., Ind., St. Lou. and Chi.	2.46
Lawrenceville and Harrison Valley, Pa.	2	8139	Lawrenceville, Harrison Valley, Pa.	Fall Brook Coal Co.	32.18
Lawton and Hartford, Mich. ²	9	24063	Lawton, Hartford, Mich. ...	Toledo and Paw Paw and South Haven.	20.21
Leadville and Dillon, Colo.	7	38013	Leadville, Dillon, Colo.	Denver and Rio Grande Rwy.	36.60
Leaman Place and Strasburgh, Pa.	2	8026	Strasburgh, Leaman Place, Pa.	Strasburgh	5.40
Lebanon and Cornwall, Pa.	2	8149	Lebanon, Cornwall, Pa.	Cornwall	5.62
Lebanon, Greensburgh....	5	20024	Lebanon, Greensburgh, Ky	Louis. and Nash	32.00
Leeds Junction (n. o.), South Lewiston, Me.	1	3	Farmington, Brunswick, Me.	Maine Central	16.50
Lehi and Tintic, Utah.....	8	41011	Lehi, Tintic, Utah	Salt Lake and Western R. R.	53.50
Lemoore and Goshen, Cal.	8	46038	Goshen, Lemoore, Cal.	Southern Pac. R. R.	21.20
Leicester Junction, Vt. (n. o.), Ticonderoga, N. Y.	1	2008	Leicester Junction (n. o.), Addison Junction (n. o.)	Central Vermont	15.62
Lenox and Jackson, Mich. ²	9	24033	Lenox, Jackson, Mich.	Grand Trunk	106.58
Lewisburgh and Sunbury, Pa.	2	8153	Sunbury, Lewisburgh, Pa.	Phila. and Reading	9.84
Lewiston and South Auburn, Me.	1	21	Lewiston, South Auburn.	Grand Trunk	5.85
Lockport and Buffalo, N. Y.	2	6015	Buffalo, Lockport, N. Y. ..	N. Y. C. and H. R.	22.00
Locust Valley and Mineola, N. Y.	2	6044	Mineola, Locust Valley, N. Y.	Long Island	10.53
Longview and Easton, Tex.	7	31048	Longview, Easton, Tex. ...	G. S. and St. L. Rwy.	13.77
Lorain and Grafton, Ohio.	5	21041	Lorain, Bridgeport, Ohio..	Cleve., Lorain and Wheel.	158.43
Lorain and Hungary, Va..	3	11030	Lorain, Hungary, Va.	Richmond and Alleghany.	12.00
Lore City and Cumberland, Ohio.	5	21048	Lore City, Cumberland, Ohio.	Cin., Wheel. and N. Y.	13.06
Los Angeles and Santa Monica, Cal.	8	46020	Los Angeles, Santa Monica, Cal.	Los Ang. and Independence R. R.	19.50

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
36,610	22	50	July 1, 1881	Pounds. 488	Ft. In. 6 0	
6,570	7	2	July 1, 1880	28	0 6	
23,327	6	2	.....	.....	2 0	
6,447	6	4	July 1, 1881	64	2 0	
23,914	21	2	Not weighed	.....	0 4	Connects at Las Vegas with Kansas City and Albuquerque R. P. O.
6,679	6	1	July 1, 1881	53	2 0	
19,988	6	10	July 1, 1880	159	3 0	
22,761	18	6	July 1, 1881	127	.....	Pouches exchanged with Lowell, Lawrence, Boston, Portland and Bos., Lancaster and Bos. R. P. O's.
13,327	6	4	July 1, 1881	156	.....	Lawrence, Salem, Lancaster and Bos. R. P. O.
6,673	12 ⁵	8	July 1, 1880	339	.....	¹ Two trains carry mail daily, Sundays included, and two carry mail daily, Sundays excepted.
40,289	12	7	July 1, 1881	502	2 0	
25,302	12	8	July 2, 1883	136	.....	² At Lawton, Mich., connects Detroit and Chicago R. P. O.; at Hartford, Mich., connects Grand Rapids and La Crosse R. P. O.
26,791	7	34	Mar. 6, 1883	159	0 6	Connects at Leadville with Denver and Leadville R. P. O., and Denver, Pueblo and Leadville R. P. O., and at Dillon with Como and Dillon R. R.
3,380	6	2	July 1, 1881	45	2 0	
3,518	6	2	Mar. 20, 1883	58	2 0	
20,032	6	2	July 1, 1880	165	.....	
7,386	6	2	July 1, 1881	729	.....	Pouches exchanged with Farm. and Lewiston R. P. O., Bath and Lewiston R. P. O.
33,491	6	6	Aug. 10, 1882	29	2 0	
15,518	7	8	July 1, 1882	84	2 0	
9,778	6	2	July 1, 1881	80	.....	Pouches exchanged with Essex Junc. and Bos., Rutland and Hoosic Junc. R. P. O's.
14,576	6	19	Feb. 20, 1884	373	.....	² At Lenox, Mich., connects Port Huron and Detroit R. P. O.; at Rochester, Mich., connects Bay City and Detroit R. P. O.; at Pontiac, Mich., connects Detroit and Grand Haven R. P. O.; at Wixom, Mich., connects Bay City, Wayne, and Detroit R. P. O.; at Jackson, Mich., connects Detroit and Chicago R. P. O. Service extended from Pontiac to Jackson, Mich., February 20, 1884, increasing distance 70.80. R. P. O. service established over the whole line February 23, 1884.
7,715	7.50	4	Feb. 14, 1884	52	2 0	
3,662	6	6	July 1, 1880	139	.....	Pouches exchanged, Lewiston with Portland and Gorham and Portland and Island Pond R. P. O's.
41,316	18	9	July 1, 1881	290	2 0	
13,183	12	12	July 1, 1881	189	2 0	
10,080	7	2	Not weighed	.....	0 4	Connects at Longview with Texarkana and El Paso R. P. O., and Texarkana and Houston R. P. O.
19,462	12	4	July 1, 1880	520	.....	Closed pouches only between Lorain and Grafton, Ohio—16 miles; residue R. P. O.
7,512	6	1	Apr. 24, 1882	15	0 6	Connects with Richmond, Lynchburgh and Clifton Forge R. P. O.
7,021	6	2	Dec. 1, 1883	95	.....	Formerly Senecaville to Cumberland. Extended December 1, 1883, to begin at Lore City; increased distance, 4.37 miles.
14,274	7	4	July 1, 1882	42	2 0	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Los Angeles and San Pedro, Cal.	8	46013	San Pedro, Los Angeles, Cal.	South'n Pac. R. R.	26. 20
Louisville and Wadley, Ga.	4	15028	Louisville, Wadley, Ga. . .	Louisville and Wadley R. R.	10. 62
Luther and Milton Junction, Mich. ¹	9	24059	Luther, Milton Junction, Mich.	Grand Rapids and Indiana.	11. 50
Luverne, Minn., and Doon, Iowa.	6	26030	Luverne, Minn., Doon, Iowa.	Chicago, St. Paul, Minneapolis and Omaha.	28. 29
Lyles and Warner, Tenn. .	5	19023 (part)	Lyles, Warner, Tenn.	Nash., Chatt. and St. Louis.	1. 50
McGregor and Gatesville, Tex.	7	31025	Texarkana, Ark., Gatesville, Tex.	Texas and St. Louis R'wy.	26. 42 ²
McNeil and Magnolia, Ark.	7	29015	McNeil, Magnolia, Ark. . .	do	7. 17
Madison and Elmira, Cal. .	8	46015	Elmira, Madison, Cal.	Vaca Valley and Clear Lake R. R.	30. 07
Madisonville and Providence, Ky.	5	20031	Madisonville, Providence, Ky.	Louisville and Nashville..	16. 51
Mahopac and Golden's Bridge, N. Y.	2	6023	Golden's Bridge, Mahopac, N. Y.	N. Y. C. and H. R. (Harlem Division.)	7. 50
Malta and Red Cliff, Colo.	7	38018	Malta, Red Cliff, Colo.	Denver and Rio Grande R'wy.	27. 00
Malvern Junction and Hot Springs, Ark.	7	29005	Malvern Junction, Hot Springs, Ark.	Hot Springs R. R.	25. 90
Manchester and Barnegat, N. J.	2	7050	Manchester, Barnegat, N. J.	Phila. and Reading	22. 42
Manchester and North Weare, N. H.	1	1003	Manchester, North Weare, N. H.	Concord	19. 95
Mankato Junction and Mankato, Minn.	6	26019	Mankato Junction (n. o.), Mankato, Minn.	Winona and St. Peter.	4. 35
Manitou Junction and Colorado Springs, Colo.	6	38025	Manitou Junction, Colorado Springs, Colo.	D. and N. O. Rwy.	9. 64
Manning and Kirkman, Iowa.	6	27071	Carroll, Kirkman, Iowa. . .	Chicago and North Western.	17. 64
Manor Junction and Eastport Junction, N. Y.	2	6117	Manor Junction, Eastport Junction, N. Y.	Long Island	5. 37
Marblehead and Lynn, Mass.	1	3009	Lynn, Marblehead, Mass. .	Eastern	6. 07
Marblehead and Salem, Mass.	1	3004	Salem, Marblehead, Mass. .	do	3. 92
Marion and Carbondale, Ill.	6	23045	Carbondale, Marion, Ill. . .	St. Louis Coal	18. 75
Marlton and Haddenfield, N. J.	2	7045	Haddenfield, Marlton, N. J.	Phila., Marl. and Med.	7. 24
Marietta, Ohio, and Parkersburgh, W. Va.	5	21049	Marietta, Ohio, Parkersburgh, W. Va.	Cin., Wash. and Baltimore	15. 08
Marshalltown and Story City, Iowa.	6	27079	Marshalltown, Story City, Iowa.	Central Iowa	39. 33
Mauch Chunk and Tamaqua, Pa.	2	8100	Tamaqua, Mauch Chunk, Pa.	Cent. R. R. of N. J.	13. 70
Maysville and Pittsfield, Ill.	6	23075	Maysville, Pittsfield, Ill. .	Wabash, St. Louis and Pacific.	6. 86
Meadows and Whitefield Junction (n. o.), N. H.	1	1018	Whitefield Junction (n. o.), Meadows, N. H.	Whitfield and Jefferson. . .	8. 52
Meadville and Lineville, Pa.	2	8707	Meadville, Lineville, Pa. . .	Penn'a.	21. 10
Means and Cadiz, Ohio.	5	21083	Means, Cadiz, Ohio.	Pitts., Cin. and St. Louis..	8. 20

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
19,178	7	8	July 1, 1882	93	2 0	
6,648	6	8	July 1, 1880	111	2 0	
14,398	12	8	July 1, 1883	90	.....	¹ At Milton Junction, Mich., connects Mackinaw City and Grand Rapids R. P. O.
17,709	6	10	July 1, 1883	187	0 6	Supplied by initial and terminal offices, and by Saint Paul, Minn., and Sioux Falls, Dak., R. P. O.
939	6	2	Feb. 1, 1883	44	.....	
19,739	7	12	July 1, 1882	550	0 6	Connects at McGregor with Texarkana and McGregor R. P. O., and Fort Worth and Galveston R. P. O.
						² Balance of route covered by Texarkana and McGregor R. P. O. (See Table A ^a .)
4,495	6	6	Not weighed	.....	0 6	Connects at McNeil with Cairo and Texarkana R. P. O.
22,011	7	26	July 1, 1882	185	2 0	
10,335	6	2	Apr. 16, 1883	95		
9,390	12	3	July 1, 1881	95	2 0	
19,764	7	12	Jan. 16, 1882	106	0 6	Connects at Malta with Denver and Pueblo R. P. O., and Denver, Pueblo and Leadville R. P. O.
37,918	14	10	July 1, 1882	637	1 0	Connects at Malvern Junction with Saint Louis and Texarkana R. P. O.
35,087	15	22	July 1, 1881	114	2 0	
12,488	6	4	July 1, 1881	857	.....	Pouches exchanged with Manchester, Saint Albans, and Boston R. P. O.
11,814	26	8	July 1, 1883	330	0 6	Connects at Mankato Junction with Winona and Tracy, Minn., R. P. O.
7,056	7	4	Jan. 1, 1883	205	0 6	Connects at Manitou Junction with Denver and Pueblo R. P. O., and at Colorado Springs with Denver, Pueblo, and Leadville R. P. O., and Denver and Ogden R. P. O.
22,085	12	16	July 1, 1883	170	0 6	Connects at Manning, Iowa, with Marion and Council Bluffs, Iowa, R. P. O., and with Carroll and Audubon, Iowa, pouch service.
3,361	6	1	June 1, 1882	63	2 0	
7,599	12	6	July 1, 1881	48	.....	Pouches exchanged with Lynn and Boston.
7,361	18	12	July 1, 1881	152	.....	Supplied by closed pouches from Boston and Salem, Bangor and Boston R. P. O.
23,475	12	14	July 1, 1883	176	0 6	Supplied by initial and terminal offices; connects at Carbondale, Ill., with Centralia and Cairo, Ill., R. P. O., and with Carbondale and Grand Tower, Ill., pouch service.
4,532	6	2	May 1, 1882	37	2 0	
28,320	18	6	July 1, 1880	642		
24,620	6	20	July 1, 1883	122	0 6	Supplied by initial and terminal offices; connects at Marshalltown, Iowa, with Mason City and Albia, Iowa, Cedar Falls and Des Moines, Iowa, and Cedar Rapids and Council Bluffs, Iowa, R. P. Os.; connects at Story City, Iowa, with Jewell and Des Moines, Iowa, R. P. O.
8,576	6	8	July 1, 1881	107	2 0	
18,631	26	8	July 1, 1883	313	0 6	Connects at Maysville, Ill., with Bluffs, Ill., and Hannibal, Mo., R. P. O.
10,667	12	8	July 1, 1880	116	.....	Pouches exchanged with Lancaster and Boston R. P. O.
13,208	6	8	Dec. 19, 1881	111	2 0	
10,266	12	4	July 1, 1880	285		

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Mears and Haumann, Colo.	7	38015	Mears, Haumann, Colo....	Denver and Rio Grande Rwy.	27.33
Mechanicsburgh and Dillsburgh, Pa.	2	8080	Mechanicsburgh, Dillsburgh, Pa.	Cumb. Valley.....	8.85
Medford and Boston, Mass	1	3012	Boston, Medford, Mass...	Boston and Maine	5.31
Melrose and Vernon Depot, Conn.	1	5008	Vernon Depot, Melrose, Conn.	New York and New Eng.	12.95
Menlo and Line Rock, Ala.	4	17018	Menlo, Line Rock, Ala....	Belmont Coal and R. R. Co.	7.11
Menomonee and Red Cedar Junction, Wis.	6	25053	Red Cedar Junction (n.o.), Menomonee, Wis.	Chicago, Milwaukee and St. Paul.	16.46
Meredith and Harrison Junction, Mich. ¹	9	24044	Meredith, Harrison Junction, Mich.	Flint and Pere Marquette.	29.65
Meridian, Miss., and New Orleans, La.	4	18016	Meridian, Miss., New Orleans, La.	N. O. and N. E. R. R.....	196.24
Micanopy Junction (n.o.) and Micanopy, Fla.	4	16017	Micanopy Junction (n.o.), Micanopy, Fla.	Fla. Southern Rwy.....	4.11
Middleboro' and Attleboro', Mass.	1	3043	Attleboro', Middleboro', Mass.	Old Colony	21.98
Middleboro' and Fall River, Mass.	1	3039	South Braintree Junction Mass. (n.o.), Newport, R.I.	do	19.29
Middleton, Tenn., and Ripley, Miss.	4	18008	Middleton Sta., Tenn., Ripley, Miss.	Ship Island, Ripley and Kentucky R. R.	25.09
Middletown and Berlin Depot (n.o.), Conn.	1	5003	Middletown, Berlin Depot (n.o.), Conn.	New York, New Haven and Hartford.	11.15
Milford and Bellingham, Mass.	1	3059	Milford, Bellingham, Mass	Milford and Woonsocket..	4.10
Millbury, Grafton Depot (N. O.), Mass.	1	3026	Grafton Depot (N. O.), Millbury, Mass.	Boston and Albany	4.46
Milroy and Lewiston Junction, Pa.	2	8049	Lewiston Junction, Milroy, Pa.	Penn'a	12.94
Milton and Stockton, Cal..	8	46012	Stockton, Milton, Cal	Stockton and Copperopolis R. R.	30.09
Milwaukee Junction and Detroit Junction, Mich. ²	9	24062	Milwaukee Junction, Detroit Junction, Mich.	Grand Trunk	4.53
Milwaukee and Schleisigerville, Wis.	6	25017	Milwaukee, Ashland, Wis.	Wisconsin Central	32.50
Minneapolis and Mendota, Minn.	6	26044	Mendota, Minneapolis, Minn.	Chicago, Milwaukee and St. Paul.	10.06
Mineola and Hempstead, N. Y.	2	6111	Mineola, Hempstead, N. Y.	Long Island	2.50
Mineral Point and Potosi, Mo.	7	28049	Mineral Point, Potosi, Mo.	St. L., I. M. and So. Rwy ..	4.44
Mines and Hollidaysburgh, Pa.	2	8084	Hollidaysburgh, Mines, Pa.	Penn'a	22.35
Mojave and Needles, Cal..	8	46042	Mojave, Needles, Cal.....	South'n Pac. R. R.....	240.46
Monmouth Junction and Rocky Hill, N. J.	2	7011	Rocky Hill, Monmouth Junction, N. J.	Penn'a	6.76
Monroe and Gainesville, Ga	4	15034	Monroe, Gainesville, Ga ..	Gainesville, Jefferson and So. R. R.	52.27
Monson and Monson Junction (n.o.), Me.	1	23	Monson Junction (n.o.), Monson, Me.	Monson R. R	6.16
Montclair and Newark, N. J.	2	7027	Newark, Montclair, N. J..	Del., Lack. and W. (Newark and Bloomfield Branch).	6.59
Montgomery and Ada, Ala	4	17027	Montgomery, Ada, Ala....	Montgomery Southern R. R.	21.01

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
17,109	6	20	July 1, 1882	126	0 6	Trains run from Salida, connecting Denver, Pueblo, and Leadville R. P. O., and Denver and Ogden R. P. O.
11,080	12	8	July 1, 1881	132	2 0	
13,296	24	8	July 1, 1881	159	.....	Pouches exchanged with Boston, Mass.
8,106	6	2	June 11, 1883	130	.....	Pouches exchanged with Hartford, Springfield, and Hartford, Boston and Hope Junction R. P. Os.
4,450	6	2	July 18, 1881	12	2 0	
10,303	6	6	July 1, 1883	62	0 6	Connects at Red Cedar Junction with Eau Claire, Wis., and Wabasha, Minn., R. P. O., and at Menominee, Wis., with Saint Paul, Minn., and Elroy, Wis., R. P. O.
21,493	12	8	July 1, 1883	85	.....	¹ Service extended May 1, 1884, from Harrison to Meredith, Mich., increasing distance 14.97 miles; at Harrison, Mich., connects Ludington and Toledo and Manistee and East Saginaw R. P. Os.
268,063	13	26	Feb. 20, 1884	630	6 0	
2,572	6	1	Mar. 11, 1884	48	2 0	
27,518	12	4	July 1, 1881	99	.....	Pouches exchanged with Taunton, Providence, Boston, and Wellfleet R. P. O.
48,302	24	10	July 1, 1881	1,356	.....	Pouches exchanged with Fall River, Mass., Boston and Wellfleet R. P. O.
15,706	6	8	July 1, 1880	202	2 0	
27,919	24	12	July 1, 1881	32	.....	Pouches exchanged with Hartford and Millerton, Boston and New York R. P. Os.
5,133	12	4	July 1, 1881	91	.....	Pouches exchanged with Milford, Boston and Hope Junction R. P. O.
5,583	12	6	July 1, 1881	28	.....	Pouches exchanged with Boston, Boston and Albany R. P. O.
16,200	12	5	July 1, 1881	147	2 0	
18,836	6	28	July 1, 1882	640	2 0	
2,835	6	6	July 1, 1883	484	.....	² At Detroit Junction, Mich., connects Detroit and Chicago R. P. O. At Milwaukee Junction, Mich., connects Detroit and Grand Haven and Port Huron and Detroit R. P. O.
44,135	13	32	Apr. 15, 1884	1,607	1 0	Connects at Schleisingerville, Wis., with Menasha and Schleisingerville, Wis., R. P. O., and at Milwaukee, Wis., with all lines centering at that point.
12,595	12	8	July 1, 1883	324	0 6	Connects at Mendota, Minn., with Chicago, Ill., McGregor, Iowa, and at Saint Paul, Minn., R. P. O., and at Minneapolis, Minn., with lines centering at that point.
4,695	18	2	July 1, 1881	140	2 0	
5,559	12	4	July 1, 1881	67	0 4	Connects at Mineral Point with Saint Louis and Texarkana R. P. O. and Saint Louis and Columbus R. P. O.
22,245	9.54	8	July 1, 1881	113	2 0	
176,016	7	18	Oct. 15, 1883	237	2 0	
8,463	12	4	July 1, 1881	116	2 0	
32,721	6	7	May 1, 1884	138	4 0	
7,712	12	4	Nov. 5, 1883	67	.....	Pouches exchanged with Greenville and Old Town R. P. O.
8,250	12	5	July 1, 1881	268	2 0	
13,152	6	4	Mar. 15, 1883	43	2 0	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Monticello and Drifton, Fla.	4	Brch of 16002	Monticello, Drifton, Fla...	Fla. Cent. and Western R. R.	4
Monticello and Port Jervis, N. Y.	2	6078	Port Jervis, Monticello, N. Y.	Port Jervis and Monticello.	24.70
Montour Junction and Imperial, Pa.	2	8127	Montour Junction, Imperial, Pa.	Montour.....	10.97
Montpelier and Barre, Vt.	1	2017	Montpelier, Barre, Vt.....	Central Vermont	7
Mooers and West Chazy, N. Y.	2	Part of 6026	Albany, Mooers, N. Y.....	Del. and Hud. Canal Co ...	11.79
Morris and Brown's Valley, Minn.	6	26034	Morris, Brown's Valley, Minn.	St. Paul, Minneapolis and Manitoba.	47.29
Morris Run and Blossburgh, Pa.	2	8136	Blossburgh, Morris Run, Pa.	Tioga, Elm. and State Line.	4.09
Morrisdale Mines and Phillipsburgh, Pa.	2	8088	Phillipsburgh, Morrisdale Mines, Pa.	Penn'a.....	3.70
Mount Gilead and Edison, Ohio.	5	21072	Mount Gilead, Edison, Ohio.	Mount Gilead Sort Line ..	2.35
Mount Healthy, Cincinnati, Hamilton, and Dayton Junction.	5	21059	Mount Healthy, Cincinnati, Hamilton, Dayton Junction (n. o.), Ohio.	Cin. and Northwestern....	7.08
Mount Pleasant and Broad Ford, Pa.	2	8141	Broad Ford, Mount Pleasant, Pa.	Balto. and Ohio	10.45
Mount Union and Robertsdale, Pa.	2	8085	Mount Union, Robertsdale, Pa.	East Broad Top.....	30.06
Mount Zion and Keosauqua, Iowa.	6	27062	Mount Zion, Keosauqua, Iowa.	Chicago, Rock Island and Pacific.	5.07
Navasota and Montgomery, Tex.	7	31024	Navasota, Montgomery, Tex.	G., Colo. and S. F. Rwy ...	28.17
Narenta Station (n. o.) and Metropolitan, Mich.	6	24058	Narenta Station (n. o.), Metropolitan, Mich.	Chicago and Northwestern.	35.01
Necedah and New Lisbon, Wis.	6	25022	New Lisbon, Necedah, Wis.	Chicago, Milwaukee and St. Paul.	12.76
Neeleyville and Doniphan, Mo.	7	28035	Neeleyville, Doniphan, Mo.	St. L., I. M. and So. Rwy..	20.09
Nephi and Wells, Utah ...	8	41010	Salt Creek, Wales Utah ..	San Pete Valley R. R.	26.24
Nevada City and Colfax, Cal.	8	46019	Colfax, Nevada City, Cal..	Nevada Co. Narrow Gauge R. R.	23.09
Newark and Delaware City, Del.	2	9507	Newark, Delaware City, Del.	Phila., Wil. and Balto.....	12.75
Newburgh and Greycourt, N. Y.	2	6004	Newburgh, Greycourt, N. Y.	N. Y., L. E. and W	19.06
Newburgh and State Centre, Iowa.	6	27068	Newburgh, State Centre, Iowa.	Central Iowa	26.98
Newburgh Junction and Vail's Gate Junction, N. Y.	2	6074	Vail's Gate Junction, Newburgh Junction, N. Y.	N. Y., L. E. and W	12.60
New Bedford and Fall River, Mass.	1	3054	New Bedford, Fall River, Mass.	Fall River.....	15
New Brunswick and East Millstone, N. J.	2	7010	East Millstone, New Brunswick, N. J.	Penn'a.....	8.41
Newport News and Fortress Monroe, Va.	3	11010	Newport News, Fortress Monroe, Va.	Pen. Div. C. and O	10.75
New Galilee, Pa., and East Carmel, Ohio.	5	21093	New Galilee, Pa., East Carmel, Ohio.	N. Y., Pitts. and Chic	15.35
New Madrid and Paw Paw Junction, Mo.	7	28052	New Madrid, Paw Paw Junction (n. o.), Mo.	Tex. and St. Louis Rwy...	6.14
New Orleans and Baton Rouge, La.	4	30014	New Orleans, Baton Rouge, La.	N. O. and Miss. Valley R. R.	89.40
New Rochelle and Harlem River, N. Y.	2	6109	New Rochelle, Harlem River, N. Y.	N. Y., N. H. and H	11.87
New Salisbury and Corydon, Ind.	5	22035	New Salisbury, Corydon, Ind.	Louis., New Alb. and Corydon.	8.30

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				<i>Pounds.</i>	<i>Ft. In.</i>	
2,504	6	2	July 1, 1880	800	2 0	
15,462	6	10	July 1, 1881	217	2 0	
13,734	12	4	July 1, 1881	89	2 0	
13,146	18	12	July 1, 1881	172	.....	Pouches exchanged with Montpelier, Barre, Saint Albans, and Boston R. P. O.
7,380	6	2	July 1, 1881	1,749	2 0	Balance of route (177 miles) covered by Rouse's Point and Albany R. P. O. (See Table A.)
27,603	6	12	July 1, 1883	175	0 6	Supplied by initial and terminal offices. Connects at Morris, Minn., with Fargo, Dak., Breckenridge, and Saint Paul, Minn., R. P. O.
5,120	12	2	July 1, 1881	50	2 0	
2,316	6	1	July 1, 1881	40	2 0	
2,942	12	4	July 1, 1880	148	.....	
8,834	12	4	July 1, 1881	84	.....	
6,541	6	2	July 1, 1881	64	2 0	
18,817	6	9	July 1, 1881	95	2 0	
6,347	12	4	July 1, 1883	144	0 6	Connects at Mount Zion, Iowa, with Des Moines and Keokuk, Iowa, R. P. O.
20,620	7	20	July 1, 1882	108	0 6	Connects Navasota with Denison and Houston, R. P. O.
21,916	6	8	July 1, 1883	29	0 6	Connects at Narenta Station with Ishpeming, Mich., and Fort Howard, Wis., R. P. O.
15,975	12	8	July 1, 1883	115	0 6	Connects at New Lisbon, Wis., with Chicago, Ill., and Minneapolis, Minn., R. P. O.
12,577	6	14	July 2, 1883	131	0 6	Connects at Neelyville with Saint Louis and Texarkana R. P. O.
16,426	6	18	June 1, 1882	320	2 0	
33,774	14	18	July 1, 1882	638	2 0	
15,963	12	5	Jan. 8, 1883	85	2 0	
41,893	21	10	July 1, 1881	292	3 0	
16,889	6	20	July 1, 1883	91	0 6	Supplied by Grinnell and State Centre, Iowa, and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Newburgh, Iowa, with Mason City and Albia, Iowa, R. P. O.; at Capron, Iowa, with Marion and Council Bluffs, Iowa, R. P. O.; and at State Centre with Cedar Rapids and Council Bluffs, Iowa, R. P. O.
28,921	22	18	July 1, 1881	609	2 0	
28,170	18	6	Jul 1, 1881	134	.....	Pouches exchanged with New Bedford, Fall River Mass., Providence, R. I.
10,529	12	6	July 1, 1881	60	2 0	
13,259	12	6		34	1 0	Connects with N., N. N. and Rich. R. P. O.
5,925	6	2	Aug. 16, 1883	73	.....	Established October 16, 1883.
4,540	14	4	July 1, 1	86	0 6	Connects at Paw Paw Junction with Cairo and Texarkana R. P. O.
65,262	7	10	Not weighed	.....	6 0	
14,861	12	10	July 1, 1881	3,475	0 2	One-half round trip on Sundays.
2,722	6	2	Not weighed	.....	.....	From December 20, 1883.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
New Sharon and Newton, Iowa.	6	27091	New Sharon, Newton, Iowa.	Central Iowa	33. 66
Neillsville and Merrillon, Wis.	6	25037	Merrillon, Neillsville, Wis.	Chicago, St. Paul, Minneapolis and Omaha.	15. 51
Newfield and Atlantic City, N. J.	2	7019	Newfield, Atlantic City, N. J.	West Jersey.....	34. 71
Newport and Batesville, Ark.	7	29014	Newport, Batesville, Ark.	St. L., I. M. and So. R'w'y.	29. 60
Newton and Monroe, Iowa.	6	27036	Newton, Monroe, Iowa....	Chicago, Rock Island and Pacific.	17. 91
Newton Junction, N. H., and Merrimac, Mass.	1	3015	Newton Junction, N. H., Merrimac, Mass.	Boston and Maine	4. 85
Newtown and Newtown Junction, Pa.	2	8117	Newtown Junction, Newtown, Pa.	Phila., Newtown and N. Y.	27. 10
Newtown Junction and Pocomoke City, Md.	2	10015	Newtown Junction, Pocomoke City, Md.	N. Y., Phila. and Norfolk..	9. 75
Niles and Alliance, Ohio ..	5	21086	Niles, Alliance, Ohio	Alli., Niles, and Ashta	27. 83
Niles, Mich., and South Bend, Ind.	9	24012	Niles, Mich, South Bend, Ind.	Michigan Central.....	12. 43
Niles Junction and San José, Cal.	8	46029	Niles Junction, San José, Cal.	Cent'l Pac. R. R	18. 37
Norristown and Philadelphia, Pa.	2	8005	Philadelphia, Norristown, Pa.	Phila. and Reading.....	16. 47
North Bennington and Bennington, Vt.	1	2015	Rutland, Bennington, Vt..	Bennington and Rutland..	4. 78
North Brookfield and East Brookfield, Mass.	1	3031	North Brookfield, East Brookfield, Mass.	Bos. and Albany	4. 37
North Clarendon and Cherry Grove, Pa.	2	8148	North Clarendon, Cherry Grove, Pa.	Warren and Farnsworth Valley.	10. 47
North Hudson and River Falls, Wis.	6	25033	North Hudson, River Falls, Wis.	Chicago, St. Paul, Minneapolis and Omaha.	11. 29
North Springfield and Chadwick, Mo.	7	28053	North Springfield, Chadwick, Mo.	St. L. and S. F. R'w'y	34. 47
North Woodstock and Plymouth, N. H.	1	1022	Plymouth, North Woodstock, N. H.	Bos., Con. and Montreal...	21. 06
Nunda Junction and Olean, N. Y.	2	6059	Olean, Nunda Junction, N. Y.	Lacka. and Pitts	70. 14
Nutt and Lake Valley, N. Mex.	7	39008	Nutt, Lake Valley, N. Mex.	A., T. and S. F. R. R	13. 73
Ocean City and Berlin, Md	2	Part of 10009	Salisbury, Ocean City, Md.	Wicomico and Pocomoke .	7. 06
O'Fallen Depot and Belleville, Ill.	6	23031	Belleville, O'Fallen Depot, Ill.	Louisville and Nashville..	7. 34
Ogdensburgh and De Kalb Junction, N. Y.	2	Part of 6036	Rome, Ogdensburgh, N. Y.	Rome, Wat. and Ogdens...	19. 57
Olean, N. Y., and Bradford, Pa.	2	8121	Bradford, Pa., Olean, N. Y.	Buff., N. Y. and Phila.....	23. 90
Oliver Springs and Hunnicut, Tenn.	5	19022	Oliver Springs, Hunnicut, Tenn.	Walden's Ridge	18. 10
Olympia and Tenino, Wash	8	43003	Olympia, Tenino, Wash...	Olympia and Chehalis Valley R. R.	16. 05

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
21,071	6	20	July 2, 1883	120	0 6	Supplied by initial and terminal offices and by Mason City and Albia, Iowa, R. P. O. Connects at Newton, Iowa, with West Liberty and Council Bluffs, Iowa, R. P. O., and with Newton and Monroe, Iowa, pouch service.
19,418	12	8	July 1883	193	0 6	Connects at Merrillon, Wis., with Saint Paul, Minn., and Elroy, Wis., and with Fort Howard, Wis., and Winona, Minn., R. P. O.
21,728	6	6	Feb. 1, 1882	61	2 0	
21,667	7	30	Not weighed	.....	1 0	Connects at Newport with Saint Louis and Texarkana R. P. O.
22,423	12	14	July 1, 1883	96	0 6	Supplied by initial and terminal offices. Connects at Newton, Iowa, with West Liberty and Council Bluffs, Iowa, R. P. O., and with New Sharon and Newton pouch service; connects at Monroe, Iowa, with Des Moines and Keokuk, Iowa, R. P. O.
6,072	12	6	July 1, 1881	84	.....	Pouches exchanged with Portland and Bos. R. P. O.
33,929	12	6	July 1, 1881	178	2 0	
12,207	12	4	July 1, 1881	92	2 0	
17,421	6	2	Oct. 1, 1882	108	.....	
11,671	9	8	July 1, 1883	138	.....	At Niles, Mich., connects Benton Harbor and Anderson, Detroit and Chicago, and Detroit, Three Rivers, and Chicago R. P. O's. At South Bend, Ind., connects New York and Chicago and Port Huron and Chicago R. P. O.
26,893	14	41	Oct. 1, 1882	108	2 0	
30,930	18	12	July 1, 1881	410	3 0	
5,984	12	16	July 1, 1881	2,537	.....	Pouches exchanged with Rutland, Rutland and Hoosick Junction R. P. O.; Boston and Troy, Saint Albans and Hoosick Junction R. P. O.
10,942	6	14	July 1, 1881	174	.....	Pouches exchanged with East Brookfield, Boston and Albany R. P. O.
6,554	6	3	Mar. 15, 1883	78	2 0	
14,135	12	6	July 1, 1883	183	0 6	Connects at Hudson, Wis., with Saint Paul, Minn., and Elroy, Wis., and with Cable and Hudson, Wis., R. P. O.
25,231	7	20	Apr. 16, 1884	237	0 6	Connects at North Springfield with Saint Louis and Halstead R. P. O., and at Springfield with Kansas City and Memphis R. P. O.
13,183	6	4	July 2, 1883	115	.....	Supplied by closed pouches from Lancaster and Boston R. P. O.
87,815	12	10	Feb. 23, 1882	128	2 0	
10,050	7	14	Not weighed	.....	0 6	Connects at Nutt with Revicon and Deming R. R.
4,419	6	2	July 1, 1881	145	2 0	Balance of route (23.62 miles) covered by Berlin and Salisbury R. P. O. See Table A ^a .
4,594	6	4	Aug. 1, 1883	41	0 6	Connects at O'Fallen Depot, Ill., with Cincinnati, Ohio, and Saint Louis, Mo., R. P. O., and at Belleville, Ill., with Evansville, Ind., and Saint Louis, Mo., and Saint Louis, Mo., Eldorado, Ill., R. P. O.
43,014	21	20	July 1, 1881	1,861	2 0	Balance of route (122.42 miles) covered by Norwood and Rome R. P. O. (See Table A ^a .)
29,922	12	10	July 1, 1881	323	2 0	
11,330	6	2	Oct. 1, 1882	31	.....	
10,057	6	4	July 1, 1882	254	2 0	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Onalaska and La Crosse, Wis.	6	25013	Onalaska, La Crosse, Wis.	Chicago and North Western.	8. 11
Orange C. H. and Gordonsville, Va.	3	11025	Orange C. H., Gordonsville, Va.	Va. Midland	9. 79
Oronogo and Joplin, Mo.	7	Part of 28054 ¹	Oronogo, Mo., Galena, Kans.	St. L. and S. F. Rwy	11. 00
Oroville and Marysville, Cal.	8	46009	Marysville, Oroville, Cal.	Cal. Northern R. R.	27. 50
Osceola Mills and Ramey, Pa.	2	8099	Osceola Mills, Ramey, Pa.	Penna	8. 88
Ossawatimie and Ottawa, Kans.	7	33033	Ossawatimie, Ottawa, Kans.	Mo. Pac. Rwy.	21. 40
Ottawa and Emporia, Kans.	7	33041	Ottawa, Emporia, Kans.	Southern Kansas Rwy.	57. 28
Ottumwa, Iowa, and Glenwood Junction, Mo.	7	Part of 228007	Ottumwa, Iowa, Moberly, Mo.	W., St. L. and Pac. Rwy.	49. 16
Oxford and Peter's Creek, Pa.	2	8094	Oxford, Peter's Creek, Pa.	Peach Bottom	20. 00
Ozan and Hope, Ark.	7	29009	Ozan, Hope, Ark.	Ark. and La. Rwy.	16. 34
Pacific Junction, Iowa, and Oreopolis Junction, Nebr.	6	27073 34002	Pacific Junction, Iowa, Plattsmouth, Nebr. Plattsmouth, Kearney, Nebr.	Chicago, Burlington and Quincy. Burlington and Mo. River, in Nebraska.	6. 89 4. 61
Palatka and Gainesville, Fla.	4	16012	Palatka, Gainesville, Fla.	Fla. Southern Rwy.	49. 49
Palisades and Eureka, Nev.	8	45002	Palisades, Eureka, Nev.	Palisades and Eureka R. R.	90. 85
Palouse Junction and Colfax, Wash.	8	43006	Palouse Junction, Colfax, Wash.	Columbia and Palouse R. R.	89. 18
Paterson and Newark, N. J.	2	7030	Newark, Paterson, N. J.	N. Y., L. E. and W.	13. 24
Paulding and Greenville, Ohio.	5	21075	Paulding, Greenville, Ohio.	Cin., Van Wert and Mich.	75. 03
Pelican Rapids and Fergus Falls, Minn.	6	26043	Fergus Falls, Pelican Rapids, Minn.	St. Paul, Minneapolis and Manitoba.	22. 76
Pennsborough and Ritchie C. H., W. Va.	3	12005	Pennsborough, Ritchie C. H., W. Va.	Pennsborough and Harrisville.	9. 00
Pensacola and Millview, Fla.	4	16005	Pensacola, Millview, Fla.	Pensacola and Perdido R. R.	8. 33

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
22,026	26	16	July 1, 1883	Pounds. 309	Ft. In. 0 6	Connects at Onalaska, Wis., with Chicago, Ill., and Winona, Minn., R. P. O., and at La Crosse, Wis., with La Crosse, Wis., and Dubuque, Iowa; La Crosse, Wis., and Woonsocket, Dak.; La Crosse, Wis., and Mankato, Minn., and Chicago, Ill., and Minneapolis, Minn., R. P. O's.
12,257	12	5	Jan. 16, 1882	458	0 6	Connects with Washington and Charlotte R. P. O.
14,916	13	8	July 1, 1883	190	0 6	¹ Balance of route covered by Girard and Galena R. P. O. (See Table A ^a .) Connects at Carl Junction with Saint Louis and Halstead R. P. O., and at Joplin with Kansas City, Pleasant Hill, and Joplin R. P. O., Fort Scott and Joplin R. P. O., and Girard and Galena R. P. O.
20,132	7	14	July 1, 1882	213	2 0	
11,117	12	3	July 1, 1	135	2 0	
15,665	7	18	July 1, 1882	228	0 6	Connects at Ossawatimie with Holden and Le Roy R. P. O.; at Ottawa with Lawrence and Burlington R. P. O.; Kansas City and Harper R. P. O., and Ottawa and Emporia R. R.
35,858	6	50	Not weighed.		1 0	Connects at Ottawa with Lawrence and Burlington R. P. O., Kansas City and Harper R. P. O., and Ossawatimie and Ottawa R. R.; connects at Emporia with Kansas City and Albuquerque R. P. O., Emporia and Howard R. P. O., Kansas City and Pueblo R. P. O., and Junction City and Parsons R. P. O.
35,985	7	10	July 1, 1883	1,395	1 0	² Balance of route 28007 covered by Albia and Moberly R. P. O. (See Table A ^a .) Connects at Ottumwa with Keokuk and Des Moines and Burlington and Council Bluffs R. P. O.; at Belknap, Iowa, with Davenport and Cameron R. P. O.; at Bloomfield, Iowa, with Burlington and Laclede R. P. O., and at Glenwood Junction, Mo., with Albia and Moberly R. P. O., and Keokuk and Centreville R. P. O.
12,520	6	10	July 1, 1881	84	2 0	
20,458	12	14	July 1, 1883	166	0 6	Connects at Hope with Saint Louis and Texarkana R. P. O.
20,713	26	52	Apr. 1, 1884	4,765	6 0	Connects at Pacific Junction, Iowa, with Burlington and Council Bluffs, Iowa, and Council Bluffs, Iowa, and Kansas City, Mo., R. P. O's.; connects at Oreopolis Junction, Nebr., with Omaha and McCook, Nebr., R. P. O.
12,520	26	52	July 1, 1882	2,012	6 0	
30,980	6	16	Dec. 1, 1881	158	4 0	
56,872	6	10	July 1, 1882	500	2 0	
55,826	6	8	Not weighed.		2 0	
20,720	15	6	July 1, 1881	207	2 0	
31,726	6	2	Jan. 20, 1884	130	.....	Formerly Paulding and Shane's Crossing; extended January 20, 1884, to Greenville; increased distance, 43.55 miles.
14,247	6	12	July 1, 1883	101	0 6	Connects at Fergus Falls, Minn., with Saint Vincent and Saint Paul, Minn., R. P. O., Wadena and Fergus Falls, Minn., R. P. O., and with Fergus Falls, Minn., and Milnor, Dak., pouch service.
5,634	6	2	July 1, 1881	790	0 6	Connects with Grafton and Cincinnati R. P. O.
5,214	6	2	July 1, 1880	29	2 0	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Perry and East Gainesville, N. Y.	2	6070	East Gainesville, Perry, N. Y.	Silver Lake	6.83
Peters and Oakdale, Cal. . .	8	46035	Peters, Oakdale, Cal.	Stockton and Copperopolis R. R.	19.13
Petersburgh and City Point, Va.	3	11010	Petersburgh, City Point, Va.	Br. Norfolk and Western..	10.46
Philadelphia and Darby, Pa.	2	8006	Philadelphia, Darby, Pa. . .	Phila. and Darby.....	7.05
Phoenixville and Uwchland, Pa.	2	8066	Phoenixville, Uwchland, Pa.	Phila. and Reading.....	11.83
Phoenixville and West Chester, Pa.	2	8048	West Chester, Phoenixville, Pa.	Penna.	18.42
Piedmont and Elk Garden, W. Va.	3	12007	Piedmont, Elk Garden, W. Va.	W. Va., Cent. and Pittsburg.	14.50
Pine Bush and Middletown, N. Y.	2	6092	Middletown, Pine Bush, N. Y.	N. Y., L. E. and W., Middletown and Crawford Branch.	14.18
Pinkneyville and Murphysborough, Ill.	6	23085	Murphysborough, Pinkneyville, Ill.	Staint Louis Coal	23.21
Pittsburgh and Castle Shannon, Pa.	2	8095	Pittsburgh, Castle Shannon, Pa.	Pitts. and Castle Shannon.	6.02
Pittsburgh and Library, Pa.	2	8115	Pittsburgh, Library, Pa. . .	Balto. and Ohio (N. G. Division).	14.24
Plainview and Chatfield, Minn.	6	26018	Chatfield, Plainview, Minn.	Winona and St. Peter	28.73
Plattsburgh and Au Sable Forks, N. Y.	2	6029	Plattsburgh, Au Sable Forks, N. Y.	Del. and Hudson Canal Co.	23.52
Plattsburgh and Rogersfield, N. Y.	2	6105	Plattsburgh, Rogersfield, N. Y.	Chateaugay.....	34.67
Pleasant Hill, Mo., and Olathe, Kans.	7	28016	Pleasant Hill, Mo., Olathe, Kans.	Southern Kans. Rwy'	34.95
Pleasantville and Somers Point, N. J.	2	7020	Pleasantville, Somers Point, N. J.	West Jersey	7.31
Poland and Herkimer, N. Y.	2	6119	Herkimer, Poland, N. Y. . .	Her., Newport and Poland	17.00
Pomeroy and Landenburgh, Pa.	2	8131	Landenburgh, Pomeroy, Pa.	Pennsylvania.....	18.64
Poncho Springs and Maysville, Colo.	7	38009	Poncho Springs, Maysville, Colo.	Denver and Rio Grande Rwy.	7.28
¹ Port Huron and Almont, Mich.	9	24060	Port Huron, Almont, Mich.	Port Huron and Northwestern.	34.52
Portland and Everest, Dak.	6	35013	Ripon, Portland, Dak.	Saint Paul, Minneapolis and Manitoba.	37.71
		35003	Breckenridge, Minn., Hope, Dak.	Saint Paul, Minneapolis and Manitoba.	² 10.43
Portland and Nazareth, Pa.	2	8128	Portland, Nazareth, Pa. . .	Bangor and Portland	25.61
Port Monmouth and Red Bank, N. J.	2	Part of 7049	Eatontown, Port Monmouth, N. J.	Phila. and Reading (N. J. So. Division).	³ 6.58
Prairie du Sac and Mazomanie, Wis.	6	25039	Mazomanie, Prairie du Sac, Wis.	Chicago, Milwaukee and Saint Paul.	10.45
Pratt's Junction and Loring, Mass.	1	3047	Loring, Pratt's Junction, Mass.	Old Colony.....	4.83
Princeton and Princeton Junction, N. J.	2	7053	Princeton Junction, Princeton, N. J.	Pennsylvania.....	3.37
Prospect (n. o.) and Louisville, Ky.	5	20023	Prospect (n. o.), Louisville, Ky.	Louis. and Nash	11.00

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
8,551	12	6	July 1, 1881	177	2 0	
11,975	6	8	July 1, 1882	110	2 0	
6,547	6	1	July 1, 1881	34	0 6	Connects with Richmond and Wilmington and Norfolk and Lynchburgh R. P. O's.
8,826	12	2	July 1, 1881	42	2 0	
7,405	6	8	July 1, 1881	88	2 0	
46,123	24	10	May 1, 1884	118	4 0	
6,260	6	6	Oct. 20, 1881	31	1 0	Connects with Cumberland and Piedmont R. P. O.
8,876	6	5	July 1, 1881	82	2 0	
14,529	6	18	July 1, 1883	66	0 6	Supplied by initial and terminal offices and by Saint Louis, Mo., and El Dorado, Ill., R. P. O.; connects at Murphysborough, Ill., with Saint Louis, Mo., and Cairo, Ill., R. P. O., and with Carbondale and Grand Tower, Ill., pouch service.
3,768	6	4	July 1, 1881	36	2 0	
8,914	6	2	July 1, 1881	155	2 0	
53,954	18	22	July 1, 1883	153	0 6	Supplied by Eyola, Minn., and by Winona and Tracy, Minn., R. P. O.
14,723	6	8	July 1, 1881	123	2 0	
43,406	12	8	July 1, 1881	93	2 0	
21,879	6	35	July 1, 1883	107	0 6	Connects at Pleasant Hill with Saint Louis and Atchison R. P. O., Kansas City, Pleasant Hill, and Joplin R. P. O., and at Olathe with Kansas City and Memphis R. P. O. and Kansas City and Harper R. P. O.
4,576	6	3	June 13, 1883	79	2 0	
21,284	12	6	July 17, 1882	192	2 0	
11,668	6	5	July 1, 1881	48	2 0	
4,559	6	12	Nov. 1, 1881	214	0 6	Trains run from Salida, connecting Denver, Pueblo, and Leadville R. P. O., and Denver and Ogden R. P. O.
43,219	12	18	July 1, 1883	213	.....	¹ At Port Huron connects East Saginaw and Port Huron; Port Austin and Port Huron; Port Huron and Detroit, and Port Huron and Chicago R. P. O.
11,803	3	16	Dec. 1, 1882	72	0 6	Supplied by Everest and Portland, Dak. Connects at Everest, Dak., with Mayville, Dak. and Breckenridge, Minn., R. P. O.
3,264	3	20	Apr. 1, 1884	476	0 6	² Everest to Ripon.
32,013	12	14	July 1, 1881	62	2 0	
4,119	6	5	July 1, 1881	176	2 0	³ Balance of route (3.22 miles) covered by Red Bank and Bridgeton R. P. O. (See Table A ^a .)
13,083	12	12	July 1, 1883	163	0 6	Connects at Mazo Manie, Wis., with Milwaukee and Prairie du Chien, Wis., R. P. O.
6,047	12	16	July 1, 1881	299	.....	Pouches exchanged with Worcester, Fitchburgh, Nashua, and Worcester, and Boston and New York R. P. O's.
12,657	36	8	July 1, 1881	265	2 0	
6,886	6	2	July 1, 1880	74	.....	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Providence and Bristol, R. I.	1	4004	Providence, Bristol, R. I..	Providence, Warren and Bristol.	14.39
Rahway and Perth Amboy, N. J.	2	7038	Rahway, Perth Amboy, N. J.	Pennsylvania.....	7.34
Ramal (n. o.) and Eagle Pass, Tex.	7	31043	Ramal, Eagle Pass, Tex..	G. H. and S. A. Rwy.....	33.47
Rhineland and Monico, Wis.	6	25045	Monico, Rhineland, Wis.	Milwaukee, Lake Shore and Western.	14.76
Richland Centre and Lone Rock, Wis.	6	25029	Lone Rock, Richland Centre, Wis.	Chicago, Milwaukee and St. Paul.	16.39
Richmond and Livingston, Ky.	5	20018	Richmond, Livingston, Ky.	Ky. Cent	36.62
Ridgefield and Branchville, Conn.	1	5023	Branchville, Ridgefield,	Danbury and Norwalk ...	4.59
Rincon and Deming, N. Mex.	7	Part of 38006	La Junta, Colo., Deming, N. Mex.	A., T. & S. F. R. R.....	153.41
Ripon and Berlin, Wis....	6	25003	Milwaukee, Berlin, Wis..	Chicago, Milwaukee and St. Paul.	13.08
Riverside and Brinkley, Ark.	7	29006	Riverside, Brinkley, Ark..	Batesville and Brinkley R. R.	34.53
Rockford and Rochelle, Ill.	6	23057	Rochelle, Rockford, Ill....	Chicago and Iowa	27.76
Rock Island and Cable, Ill.	6	23059	Rock Island, Cable, Ill....	Rock Island and Mercer Co.	27.28
Rockport, Salem, Mass....	1	3003	Salem, Rockport, Mass....	Eastern.....	19.69
Rockport Junction, Rockport, Ind.	5	22034	Rockport Junction (n. o.), Rockport, Ind.	Louis., Evans. & St. Louis	16.20
Rocky Mount and Tarborough, N. C.	3	13015	Rocky Mount, Tarborough, N. C.	Wilmington & Weldon ...	17.80
Rome and Clinton, N. Y....	2	6051	Clinton, Rome, N. Y.....	Del., Lac. and Western ...	13.19
Roswell and Chamblee, Ga.	4	15035	Roswell Junction (n. o.) to Roswell, Ga.	Roswell R. R.....	11.00
Sabula and Clinton, Iowa..	6	27012	Clinton, Iowa, La Crosse, Wis.	Chicago, Milwaukee and St. Paul.	16.27
Saint Augustine and Toccoi, Fla.	4	16004	Saint Augustine to Toccoi, Fla.	St. John's R. R.....	15.69
Saint Clair and Lenox, Mich. ¹	9	24037	Saint Clair, Lenox, Mich..	Michigan Central.....	18.03
Saint Clairsville, Shields, Ohio.	5	21056	Saint Clairsville, Quincy Junction, Ohio (n. o.).	St. Clairsville R'y.....	7.39
Saint Hilaire and Crookston, Minn.	6	26050	Crookston, Saint Hilaire, Minn.	St. Paul, Minneapolis and Manitoba.	28.73
Saint Ignace and Marquette, Mich. ²	9	24051	Saint Ignace, Marquette, Mich.	Detroit, Mackinac & Marquette.	151.37

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
27,024	18	12	July 1, 1881	520	.....	Pouches exchanged with Providence.
9,189	12	7	July 1, 1881	79	2 0	
24,500	7	4	Feb. 12, 1883	102	0 6	Connects at Ramal with Houston and Del Rio R. P. O.
9,239	6	2	Feb. 5, 1884	24	0 6	Connects at Monico, Wis., with Watersmeet, Mich., and Summit Lake, Wis., pouch service.
20,520	12	16	July 1, 1883	283	0 6	Connects at Lone Rock, Wis., with Milwaukee and Prairie du Chien, Wis., R. P. O.
.....	6	2	Not weighed.	.....	.....	Not yet in operation. Established January 1, 1884.
8,620	18	6	July 1, 1881	68	.....	Pouches exchanged with Danbury and South Norwalk.
39,096	7	30	July 1, 1882	3,854	1 6	¹ Connects at Rincon with Albuquerque and El Paso R. P. O.; at Nutt with Nutt and Lake Valley Railroad; and at Deming with Deming and Los Angeles R. P. O., Silver City and Deming Railroad, and El Paso and Deming Railroad.
16,376	12	20	July 1, 1883	1,425	0 6	Connect at Rush Lake, Wis., with Winneconne and Rush Lake pouch service, and at Ripon, Wis., with Oshkosh and Milwaukee, Wis., and Sheboygan and Princeton Wis., R. P. O's.
21,616	6	8	July 1, 1882	62	0 6	Connects at Brinkley with Memphis and Little Rock R. P. O., and Cairo and Texarkana R. P. O.
34,755	12	22	July 1, 1883	204	0 6	Supplied by initial and terminal offices, and by Forreston and Aurora, Ill., R. P. O. Connects at Rockford, Ill., with Chicago, Ill., and Dubuque, Iowa, and with Kenosha, Wis., and Rockford, Ill., R. P. O's. Connects at Davis Junction, Ill., with Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O. Connects at Rochelle, Ill., with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.
17,077	6	14	July 1, 1883	149	0 6	Supplied by initial and terminal offices. Connects at Rock Island, Ill., with Chicago, Ill., and West Liberty, Iowa; Racine, Wis., and Rock Island, Ill.; Sterling and Rock Island, Ill.; Rock Island and Peoria, Ill., and Rock Island, Ill., and Saint Louis, Mo., R. P. O's.
24,651	12	8	July 1, 1881	491	.....	Pouches exchanged with Boston, Salem, Bangor and Boston R. P. O.
30,423	18	6	July 1, 1880	58	.....	
24,136	13	4	Oct. 9, 1882	104	0 6	Connects with Richmond and Wilmington R. P. O.
16,513	12	10	July 1, 1881	120	2 0	
6,886	6	6	Sept. 1, 1881	66	2 0	
30,555	18	14	July 1, 1883	2,442	0 6	Connects at Sabula, Iowa, with Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O., and at Clinton, Iowa, with Clinton and Anamosa, Iowa, and with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O's.
19,643	12	4	July 1, 1880	297	2 0	
22,573	12	6	July 1, 1883	455	.....	¹ At Lenox, Mich., connects Port Huron and Detroit R. P. O.
4,611	12	4	July 1, 1880	170	.....	
8,992	3	4	Sept. 15, 1883	29	0 6	Supplied from Crookston, Minn. Connects at Crookston, Minn., with Saint Vincent and Saint Paul, Minn., and with Crookston, Minn., and Devil's Lake, Dak., R. P. O's.
94,757	6	20	July 1, 1883	134	.....	² At Saint Ignace, Mich., connects Mackinaw City and Bay City, and Mackinaw City and Grand Rapids, R. P. O's. At Marquette, Mich., connects Marquette and L'Anse R. P. O.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Saint Louis and Florissant, Mo.	7	28031	Saint Louis, Florissant, Mo.	West End N. G. R. R.....	16. 31
Saint Mary's, Minster, Ohio.	5	21082	Saint Mary's, Minster, Ohio.	L. Erie & Western.....	10. 87
Salisbury and Glasgow, Mo.	7	28025	Salisbury, Glasgow, Mo...	W., St. L. and Pac. Rwy..	15. 61
Salt Lake and Stockton, Utah.	8	41005	Salt Lake City, Stockton, Utah.	Utah and Nevada R. R....	40. 50
San Anselmo and San Quentin, Cal.	8	46025	San Anselmo, San Quentin, Cal.	North Pacific Coast R. R..	6. 25
Sand Beach and Palm Station, Mich. ¹	9	Part of 24042	Sand Beach, Palm Station, Mich.	Port Huron and North-Western.	19. 03
Sandersville and Tennile, Ga.	4	15027	Sandersville, Tennile, Ga.	Sandersville and Tennile R. R.	3. 50
Sandy and Bingham Canyon, Utah.	8	41004	Sandy, Bingham Canyon, Utah.	Wasatch and Jordan Valley R. R.	17. 42
Sanford and Lake Jessup, Fla.	4	16010	Sanford, Lake Jessup, Fla.	Sanford and Indian River R. R.	10. 43
San Luis Obispo and Los Alamos, Cal.	8	46040	San Luis Obispo, Los Alamos, Cal.	Pacific Coast R'y Co.....	54. 30
San Luis Obispo and Port Harford, Cal.	8	46041	San Luis Obispo, Port Harford, Cal.	Pacific Coast R'y Co.....	11. 80
Santa Cruz and Pajaro, Cal.	8	46021	Santa Cruz, Pajaro, Cal...	Santa Cruz R. R.	22. 20
Santa Fé and Lamy, N. M.	7	39001	Santa Fé, Lamy, N. M....	A., T. and S. F. R. R.....	18. 70
Sardinia Junction and Springville, N. Y.	2	6104	Springville, Sardinia Junction, N. Y.	Springville and Sardinia..	11. 59
Saxonville, Natick, Mass..	1	3032	Natick, Saxonville.....	Boston and Albany	3. 87
Saybrook Junction (n. o.), Saybrook Point, Conn.	1	5015	Hartford, Saybrook Point.	Hartford, Connecticut Valley.	1. 83
Schenectady and Quaker Street, N. Y.	2	6030	Quaker Street, Schenectady, N. Y.	Del. and Hud. Canal Co...	15. 47
Schoharie and Middleburgh, N. Y.	2	6055	Schoharie, Middleburgh, N. Y.	Schoharie and Middleburgh.	5. 50
Schoharie Junction and Schoharie, N. Y.	2	6056	Schoharie Junction, Schoharie, N. Y.	Schoharie Valley	4. 38
Schuylerville and Saratoga Springs, N. Y.	2	6077	Saratoga Springs, Schuylerville, N. Y.	Bos., H. T. and W.....	13. 55
Schuylerville Junction and Mechanicsville, N. Y.	2	6121	Mechanicsville, Schuylerville Junction, N. Y.	Bos., H. T. and W.....	12. 98
Seranton and Wilkes Barre, Pa.	2	8079	Wilkes Barre, Seranton, Pa.	Cent. R. R. of N. J	19. 85
Sea Isle Junction and Sea Isle City, N. J.	2	7060	Sea Isle Junction, Sea Isle City, N. J.	West Jersey.....	4. 97
Seattle and Newcastle, Wash.	8	43002	Seattle, Newcastle, Wash.	Seattle and Walla Walla R. R.	20. 28
² Sebewaing and East Saginaw, Mich.	9	24054	Sebewaing, East Saginaw, Mich.	Saginaw, Tuscola and Huron.	38. 23
Sedalia and Warsaw, Mo..	7	28042	Sedalia, Warsaw, Mo.....	Mo. Pac. Rwy.....	43. 18
Seligman, Mo., and Eureka Springs, Ark.	7	29013	Seligman, Mo., Eureka Springs, Ark.	Eureka Springs R. R.....	19. 26
Selma and Martins, Ala...	4	17022	Selma, Martins, Ala.....	Selma and New Orleans R. R.	20. 55
Shaw and Fairfax, W. Va..	3	12009	Shaw, Fairfax, W. Va....	W. Va., Cent. and Pittsburgh.	35. 75
Sheffield and Sheffield Junction, Pa.	2	8105	Sheffield, Sheffield Junction, Pa.	Tionesta Valley	12. 24
Shenandoah and Mahanoy Plane, Pa.	2	8119	Shenandoah, Mahanoy Plane, Pa.	Phila. and Reading	6. 90
Shunway and Altamont, Ill.	6	23066	Chicago, Altamont, Ill....	Wabash, St. Louis and Pacific.	10. 53

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of serv- ice.	Number of round trips per week.	Number of pouches ex- changed daily.	Date of last readjust- ment.	Average weight of mail whole distance daily.	Average linear feet oc- cupied by pouches in each car.	Remarks.
22,421	12	8	July 1, 1883	Pounds. 66	Ft. In. 0 6	Makes all Saint Louis connections through Saint Louis post-office.
6,804	6	2	July 1, 1880	74	.....	
21,198	13	10	July 1, 1883	35	0 4	Connects at Salisbury with Saint Louis, Moberly and Kansas City R. P. O., and at Glasgow with Saint Louis, Louisiana, and Kansas City R. P. O.
25,353	6	10	July 1, 1882	88	2 0	
9,150	14	12	Not weighed.		2 0	
23,825	12	8	Apr. 4, 1883	646	.....	¹ At Palm Station, connects Port Austin and Port Huron R. P. O. ² Balance of route (52.42 miles) covered by Port Austin and Port Huron R. P. O.
2,191	6	1	July 1, 1884	167	2 0	
12,753	7	4	July 1, 1882	56	2 0	
6,529	6	4	Mar. 1, 1883	42	2 0	
33,991	6	16	Jan. 15, 1883	235	2 0	
7,386	6	4	Feb. 15, 1883	22	2 0	
16,250	7	12	Apr. 1, 1881	87	2 0	
41,065	21	8	July 1, 1882	746	1 0	Connects at Lamy with Kansas City and Albuquerque R. P. O.
14,510	12	4	July 1, 1881	145	2 0	
4,845	12	4	July 1, 1881	71	.....	Pouches exchanged with Natick, Mass.
4,582	24	12	July 1, 1881	575	.....	Pouches exchanged with Hartford and Saybrook, New London and New Haven R. P. O's.
19,368	12	4	July 1, 1881	68	2 0	
6,886	12	2	July 1, 1881	163	2 0	
5,483	12	2	July 1, 1881	284	2 0	
8,482	6	4	Mar. 28, 1882	131	2 0	
8,125	6	3	Aug. 1, 1882	141	2 0	
12,426	6	5	July 1, 1881	59	2 0	
3,111	6	2	Not weighed.		2 0	
12,695	6	8	July 1, 1882	43	2 0	
23,931	6	16	July 1, 1883	152	.....	³ At East Saginaw, Mich., connects Bay City, Wayne and Detroit, East Saginaw and Lake View, East Saginaw and Port Huron, and Ludington and Toledo R. P. O's.
27,031	6	22	July 1, 1883	143	0 6	Connects at Sedalia with Saint Louis and Atchison R. P. O., Hannibal and Denison R. P. O., and Sedalia and Kansas City R. P. O.
24,118	12	14	Feb. 15, 1884	387	0 6	Connects at Seligman with Pierce City and Fort Smith R. P. O.
12,864	6	6	July 1, 1880	32	2 0	
22,379	6	4	Aug. 1, 1883	21	0 6	
7,662	6	4	Feb. 12, 1883	73	2 0	
8,638	12	4	July 1, 1881	125	2 0	
6,591	6	4	July 1, 1883	834	0 6	Connects at Shumway, Ill., with Bement and Effingham, Ill., R. P. O., and at Altamont, Ill., with Beardstown and Shawneetown, Ill., and with Pittsburgh, Pa., and Saint Louis, Mo., R. P. O's.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Silver City and Deming, N. Mex.	7	39006	Silver City, Deming, N. Mex.	S. C. D. and P. Rwy'.....	47. 70
Silver City and Ironton, Utah.	8	41012	Ironton, Silver City, Utah.	Salt Lake and Western R. R.	4. 20
Sioux Falls and Salem, Dak.	6	26020	Worthington, Minn., Salem, Dak.	Chicago, St. Paul, Minneapolis and Omaha.	39. 65
Skaneateles Junction and Skaneateles, N. Y.	2	6060	Skaneateles Junction, Skaneateles, N. Y.	Skaneateles.....	5. 16
Sleepy Eye and Redwood Falls, Minn.	6	26016	Sleepy Eye, Redwood Falls, Minn.	Chicago and North Western.	26. 63
Sligo and Lawsonham, Pa.	2	8093	Lawsonham, Sligo, Pa....	Allegheny Val	10. 39
Smithfield and Goldsborough, N. C.	3	13005	Smithfield, Goldsborough, N. C.	Atlantic and North Carolina.	22. 65
Snow Shoe and Bellefonte, Pa.	2	8083	Bellefonte, Snow Shoe, Pa.	Penna	22. 25
South Acton Depot (n. o.), Hudson, Mass.	1	3023	South Acton Depot (n. o.), Hudson, Mass.	Fitchburgh	9. 18
South Abington, Bridgewater, Mass.	1	3040	South Abington, Bridgewater, Mass.	Old Colony.....	8. 13
South Braintree, Fall River, Mass.	1	3044	South Braintree, Fall River, Mass.	Old Colony.....	34. 43
South Braintree, Plymouth, Mass.	1	3046	South Braintree, Plymouth, Mass.	Old Colony.....	26. 62
South Framingham, Milford, Mass.	1	3028	South Framingham, Milford, Mass.	Boston and Albany	12. 31
Somerset Junction and Indianola, Iowa.	6	27015	Des Moines, Indianola, Iowa.	Chicago, Rock Island and Pacific.	6. 73
Somerville and Flemington, N. J.	2	7002	Somerville, Flemington, N. J.	Cent. R. R. of N. J	16. 06
Somerville and Moscow, Tenn.	5	19019	Somerville, Moscow, Tenn.	Mem. and Charleston	13. 67
Southbridge, Mass., and East Thompson, Conn.	1	3052	East Thompson, Conn., Southbridge, Mass.	New York and New England.	18. 06
Sparkill and Tallman, N. Y.	2	6002	Tallman, Piedmont, N. Y.	N. Y., L. E. and W.....	14. 15
Spring City and Jewett, Tenn.	5	19021	Spring City, Jewett, Tenn.	Tenn. and Sequatchie Valley.	12. 00
Springfield and Xenia, Ohio.	5	21027	Springfield, Xenia, Ohio..	Pitt., Cin. and St. Louis ...	20. 05
Stanwood and Tipton, Iowa.	6	27013	Stanwood, Tipton, Iowa ..	Chicago and North Western.	8. 97
Stapleton and Tottenville, N. Y.	2	6068	Stapleton, Tottenville, N. Y.	Staten Island	13. 00
State Line and Van Deusen, Mass.	1	3071	Van Deusen, State Line, Mass.	Housatonic	11. 02
Steubenville, Ohio, and Wheeling, W. Va.	3	12005	Steubenville, Ohio, Wheeling, W. Va.	Pitts., Wheel. and Ky. Div. P. C. and St. L.	26. 13
Stewart Junction and Babylon, N. Y.	2	6112	Stewart Junction, Babylon, N. Y.	Long Island	20. 50
Stewartsville and New Harmony, Ind.	5	22041	Stewartsville, New Harmony, Ind.	Peo., Dec. and Evans.....	6. 78
Stillwater and Hastings, Minn.	6	26045	Hastings, Stillwater, Minn	Chicago, Milwaukee and St. Paul.	26. 12
Stillwater and Minneapolis, Minn.	6	26008	Minneapolis, Stillwater, Minn.	St. Paul and Duluth	28. 01

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
34,916	7	8	July 2, 1883	Pounds. 311	Ft. In. 0 6	Connects at Deming with Deming and Los Angeles R. P. O., Rincon and Deming R. R., and El Paso and Deming R. R.
2,629	6	4	.....	(1)	2 0	¹ Not weighed.
24,820	6	10	July 1, 1883	294	0 6	Supplied by initial and terminal offices. Connects at Sioux Falls, Dak., with Saint Paul, Minn., and Sioux Falls, Dak., and with Sioux Falls, Dak., and Sioux City, Iowa, R. P. O's, and at Salem, Dak., with Iroquois, Dak., and Harwarden, Iowa, pouch service.
11,341	21	2	July 1, 1881	200	2 0	
33,340	12	8	July 1, 1883	167	0 6	Connects at Sleepy Eye, Minn., with Winona and Tracy, Minn., R. P. O.
6,504	6	2	July 1, 1881	40	2 0	
14,179	6	2	July 1, 1880	393	0 6	Connects with Goldsborough and M. City R. P. O.
27,857	12	2	July 1, 1881	62	2 0	
17,240	18	10	July 1, 1881	168	.....	Pouches exchanged with Boston, Boston and Troy, Essex Junction and Boston R. P. O's.
5,089	6	2	July 1, 1881	53	.....	Pouches exchanged with Boston, Boston and Wellfleet R. P. O.
86,212	24	16	July 1, 1881	603	.....	Pouches exchanged with Boston, Taunton, Fall River, Mass.
49,992	18	6	July 1, 1881	534	.....	Pouches exchanged with Boston.
23,118	18	18	July 1, 1881	191	.....	Pouches exchanged with Boston, Worcester, Boston and Albany, and Boston, Springfield, and New York R. P. O's.
16,851	24	16	July 1, 1883	533	0 6	Connects at Indianola, Iowa, with Chariton and Indianola, Iowa, R. P. O., and at Somerset Junction with Des Moines and Winterset, Iowa, R. P. O.
30,160	18	8	July 1, 1881	196	2 0	
8,557	6	2	July 1, 1880	91	.....	
22,611	12	8	July 1, 1881	137	.....	Pouches exchanged with Boston and Hopewell Junction R. P. O.
8,857	6	4	July 1, 1881	56	2 0	
7,512	6	2	July 1, 1882	46	.....	
25,102	12	4	July 1, 1880	133	.....	
11,230	12	8	July 1, 1883	165	0 6	Connects at Stanwood, Iowa, with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.
16,276	12	10	July 1, 1881	206	2 0	
6,898	6	6	July 1, 1881	476	.....	Pouches exchanged with Boston and Albany, Pittsfield and Bridgeport R. P. O's.
49,072	18	15	Mar. 19, 1884	746	1 0	
12,833	6	3	July 1, 1881	95	2 0	
8,488	12	4	Dec. 22, 1881	115	.....	
38,239	14	36	July 1, 1883	219	0 6	Connects at Hastings, Minn., with Chicago, Ill., and Minneapolis, Minn., and Hastings and Cologne, Minn., R. P. O's. Connects at Stillwater, Minn., with Stillwater and Stillwater Junction, and Stillwater and Minneapolis closed-pouch service.
35,068	12	8	July 1, 1883	120	0 6	Connects at White Bear Lake, Minn., with Duluth and Saint Paul, Minn., R. P. O.; and at Minneapolis, Minn., with Minneapolis, Minn., and Millbank, Dak.; Minneapolis and Birch Cooley, Minn., and Chicago, Ill., and Minneapolis, Minn., R. P. O's.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Stillwater and Stillwater Junction, Minn.	6	26027	Stillwater Junction (n. o.), Stillwater, Minn.	Chicago, St. Paul, Minneapolis and Omaha.	3.90
Suffield and Windsor Locks, Conn.	1	5025	Windsor Locks, Suffield, Conn.	New York, New Haven and Hartford.	4.79
Suisun and Napa Junction, Cal.	8	46006	Suisun City, Napa Junction, Cal.	Cal. Pac. R. R.	13.01
Summit and Bernardsville, N. J.	2	7036	Summit, Bernardsville, N. J.	Del., Lack. and W.	14.72
Summit City and Bradford, Pa.	2	8122	Summit City, Bradford, Pa.	Buff., N. Y. and Phil.	7.66
Superior and Superior Junction, Wis.	6	25051	Superior Junction (n. o.), Superior, Wis.	Chicago, St. Paul, Minneapolis and Omaha.	63.50
Suspension Bridge and Buffalo, N. Y.	2	6003	Buffalo, Suspension Bridge, N. Y.	N. Y., L. E. and W.	26.10
Sutherlin, Va., and Milton, N. C.	3	11019	Sutherlin, Va., Milton, N. C.	Milton and Sutherlin.	7.00
Suwanee and Lawrenceville, Ga.	4	15032	Suwanee, Lawrenceville, Ga.	Lawrenceville Branch R. R.	9.90
Swedesborough and Riddleton Junction, N. J.	2	7057	Swedesborough, Riddleton Junction, N. J.	West Jersey.	11.47
Talbotton and Pascha, Ga.	4	15033	Talbotton Bostick (n. o.), Ga.	Talbotton R. R.	7.20
Tallahassee and Saint Mark's, Fla.	4	16013	Tallahassee, Saint Mark's Fla.	Jacks., Pensa. and Mobile R. R.	21.89
Tarborough and Williamston, N. C.	3	13020	Tarborough, Williamston, N. C.	Albemarle and Raleigh ...	30.88
Taunton, New Bedford, Mass.	1	3051	New Bedford, Fitchburgh, Mass.	Old Colony.	20.91
Taylor's Falls and Wyoming, Minn.	6	26033	Wyoming, Taylor's Falls, Minn.	St. Paul and Duluth.	20.77
Table Rock and Wymore, Nebr.	6	34020	Wymore, Table Rock, Nebr.	Republican Valley.	40.42
Temple Junction and Belton, Tex.	7	31041	Temple Junction, Belton, Tex.	Mo. Pac. Rwy.	7.17
Terrebonne and Houma, La.	4	30004	Terrebonne, Houma, La. ...	Morgan's La. and Tex. R. R.	15.33
Terrebonne and Thibadeaux, La.	4	30009	Terrebonne, Thibadeaux, La.	Morgan's La. and Tex. R. R.	5.75
Terrell and Guide, Tex. ...	7	31042	Terrell, Guide, Tex.	H. and T. C. Rwy.	38.53
Theresa Junction and Clayton, N. Y.	2	6115	Theresa Junction, Clayton, N. Y.	Utica and Blk. River.	16.23
Toledo, Ohio, and Allegan, Mich. ²	9	24019	Toledo, Ohio, Allegan, Mich.	Michigan and Ohio.	157.64
Toledo and Findlay, Ohio.	5	21091	Toledo, Findlay, Ohio.	Tol. and Indpls.	44.72
Topton and Kutztown, Pa.	2	8062	Topton, Kutztown, Pa.	Phila. and Reading.	4.84
Towanda and Barclay, Pa.	2	8069	Towanda, Barclay, Pa.	Towanda Coal Co.	⁴ 13.19
Traverse City and Walton, Mich. ⁵	9	24034	Traverse City, Walton, Mich.	Grand Rapids and Indiana.	26.27
Trenton and Bordentown, N. J.	2	7046	Bordentown, Trenton, N. J.	Penna.	6.04
Trenton Junction and Trenton, N. J.	2	7044	Trenton, Trenton Junction, N. J.	Phila. and Reading.	4.28
Trinity and Colmesneil, Tex.	7	31046	Trinity, Colmesneil, Tex. ...	Mo. Pac. Rwy.	66.73
Trippe and Arkansas City, Ark.	7	Part of 290077	Little Rock, Arkansas City, Ark.	L. R., M. R. and T. Rwy.	7.50

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
15,475	38	24	July 1, 1883	349	0 6	Connects at Stillwater Junction with Saint Paul, Minn., and Elroy, Wis., R. P. O.
5,997	12	8	July 1, 1881	110	.....	Pouches exchanged with Windsor Locks, Hartford, Boston, and New York R. P. O.
19,046	14	8	July 1, 1882	313	2 0	
9,214	6	13	July 1, 1881	118	2 0	
9,590	12	5	July 1, 1881	209	2 0	
39,751	6	4	July 1, 1883	55	0 6	Connects at Superior Junction, Wis., with Cable and Hudson, Wis., R. P. O.
65,354	24	18	July 1, 1881	771	4 0	¹ Including closed Canada mail.
8,764	12	2	July 1, 1881	74	0 6	Connects with Richmond and Danville R. P. O.
6,197	6	8	Mar. 6, 1881	75	2 0	
14,360	12	4	Feb. 26, 1883	370	2 0	
5,256	7	4	May 23, 1881	104	2 0	
13,703	6	2	July 1, 1880	50	2 0	
22,543	7	10	Dec. 11, 1882	133	1 0	
39,268	18	14	July 1, 1881	894	.....	Pouches exchanged with Boston, Taunton, Lowell and Taunton R. P. O.
13,002	6	26	July 1, 1883	256	0 6	Supplied by initial and terminal offices. Connects at Wyoming, Minn., with Duluth and Saint Paul, Minn., R. P. O.
54,890	13	34	July 1, 1883	148	1 0	Connects at Table Rock, Nebr., with Columbus, Nebr., and Atchison, Kans., R. P. O., and at Wymore, Nebr., with Crete and Red Cloud, Nebr., R. P. O.
10,497	14	4	Dec. 11, 1882	120	0 6	Connects at Temple Junction with Denison and Taylor R. P. O., and at Belton with Temple and Lampasas R. P. O.
9,596	6	4	July 1, 1882	108	2 0	
3,599	6	2	July 1, 1882	183	2 0	
24,130	6	8	Jan. 15, 1883	39	0 4	Connects at Guide with Denison and Houston R. P. O., and Waxahachie and Guide R. R. at Kaufman with Dallas and Kemp R. R., and at Terrell with Texarkana and El Paso R. P. O.
20,319	12	6	July 1, 1881	211	2 0	
6,620	6	16	Mar. 20, 1884	214	.....	² Service established March 20, 1884. R. P. O. service established April 13, 1884.
27,994	6	2	.....	(³)	.....	³ Not weighed.
7,574	15	3	July 1, 1881	129	2 0	
10,768	6	2	July 1, 1881	44	2 0	Balance of route (4 miles) covered by Towanda and Bernice R. P. O. (See table A ^a .)
32,890	12	12	July 1, 1883	490	.....	⁵ At Walton, Mich., connects Mackinaw City and Grand Rapids R. P. O.
11,343	18	5	July 1, 1881	287	2 0	
5,358	12	3	July 1, 1881	69	2 0	
48,846	7	20	.....	(⁶)	0 6	Connects at Trinity with Texarkana and Houston R. P. O. and Denison, Troup and Houston R. P. O., at Carrigan with Nacogdoches and Houston R. P. O., and at Colmesneil with Rockland and Beaumont R. P. O.
9,390	12	6	July 1, 1882	585	0 6	⁶ Not weighed. ⁷ Balance of route covered by Little Rock and Warren R. P. O. (See Table A ^a .) Connects at Trippe with Little Rock and Warren R. P. O., and at Arkansas City with Memphis and Vicksburgh River R. P. O.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to south-east.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Troy and Albany, N. Y. . . .	2	6106	Albany, Troy, N. Y.	N. Y. C. and H. R.	7. 37
Troy and Albany Junction, N. Y.	2	6020	Albany Junction, Troy, N. Y.	Del. and Hud. Canal Co. . .	6. 20
Troy and Schenectady, N. Y.	2	6012	Troy, Schenectady, N. Y. . .	N. Y. C. and H. R.	22. 00
Turner and Aurora, Ill. . . .	6	23071	Aurora, Turner, Ill.	Chicago, Burlington and Quincy.	12. 56
Turner's Falls and Greenfield, Mass.	1	3053	Greenfield, Turner's Falls, Mass.	Fitchburg	4. 37
Turnerville and Colchester, Conn.	1	5020	Turnerville, Colchester, Conn.	Bos. and N. Y., Air Line Div., N. Y., N. H. and H. R. R.	4. 60
Two Rivers and Manitowoc, Wis.	6	25018	Milwaukee, Two Rivers, Wis.	Milwaukee, Lake Shore and Western.	7. 33
Tyler and Alto, Tex.	7	31044	Tyler, Alto, Tex.	Kans. and Gulf Short Line R. R.	57. 85
Umatilla and Pendleton, Oreg.	8	44003	Umatilla, Pendleton, Oreg.	Oreg. R. w'y and Navig. Co.	44. 35
Union City and Titusville, Pa.	2	8068	Union City, Titusville, Pa.	Buff., N. Y., and Phila. . . .	14. 10
University Station and Chapel Hill, N. C.	3	13018	University Sta., Chapel Hill, N. C.	State University	11. 70
Valley Stream and Oceanus	2	6100	Valley Stream, Oceanus, N. Y.	Long Island	8. 50
Valparaiso, Nebr., and Marysville, Kans.	6	34014	Lincoln, Valparaiso, Nebr.	Republican Valley	20. 30
		34013	Lincoln, Nebr., Marysville, Kans.	Omaha and Republican Valley, and Marysville and Blue Valley.	78. 27
Varna and Lacon, Ill.	6	23074	Varna, Lacon, Ill.	Chicago and Alton	10. 60
Vesper and Dexterville Junction, Wis.	6	25056	Dexterville Junction (n. o.) Vesper, Wis.	Wisconsin, Pittsville and Superior.	20. 29
Vincennes, Ind., and Saint Francisville, Ill.	6	23037	Vincennes, Ind., Saint Francisville, Ill.	Wabash, Saint Louis and Pacific.	10. 17
Vinita and Tulsa, Ind. Ter.	7	32002	Vinita, Tulsa, Ind. Ter. . . .	Saint Louis and S. F. R. w'y	63. 54
Visalia and Goshen, Cal. . .	8	46018	Visalia, Goshen (n. o.), Cal.	Visalia R. R.	7. 33
Volcano Junction and Volcano, W. Va.	3	12004	Volcano Junct'n, Volcano, W. Va.	Laurel Fork and Sand Hill	7. 02
Volusia and Leesburgh, Fla.	4	16008	Volusia, Leesburgh, Fla. . .	St. Johns and Lake Eustis R. w'y.	49. 75
Wakefield and Peabody, Mass.	1	3010	Wakefield, Peabody, Mass.	Eastern	8. 02
Wall Lake and Kingsley, Iowa.	6	27050	Wall Lake, Sac City, Iowa.	Chicago and Northwestern	14. 17
		27089	Sac City, Kingsley, Iowa. . .	do	58. 40
Warren, R. I., and Fall River, Mass.	1	4005	Warren, Fall River, Mass.	Providence, Warren and Bristol.	9. 95
Warrenton and Warrenton Junction, Va.	3	11024	Owl Run, Warrenton, Va. . .	Va. Midland	9. 17
Wartrace and Shelbyville, Tenn.	5	19020	Wartrace, Shelbyville, Tenn.	Nash., Chatt. and St. Louis	8. 37
Warwick and Yuma (n. o.) Kans.	7	33027	Warwick, Yuma (n. o.) Kans.	Cent. Brch. U. P. R. R. . . .	30. 86

part of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				<i>Pounds.</i>	<i>Ft. In.</i>	
57,707	172	² 197	July 1, 1881	8,289	20 0	¹ 3 round trips on Sundays. ² Including sacks.
17,465	27	³ 93	July 1, 1881	51	8 0	³ Including sacks.
55,088	24	⁴ 84	July 1, 1881	6,412	20 0	⁴ Including sacks.
7,862	6	6	July 1, 1883	148	0 6	Connects at Turner, Ill., with Chicago, Ill., and Dubuque, Iowa, R. P. O., and at Aurora, Ill., with Chicago and Streator, Ill., R. P. O.
10,942	24	18	July 1, 1881	99	.....	Supplied by closed pouches from Greenfield, Boston and Troy, Newport and Springfield, and W. R. J. and Springfield R. P. O's.
5,759	12	10	July 1, 1881	109	.....	Pouches exchanged with Turnerville, New Haven, Willimantic and New Haven R. P. O.
9,177	12	8	July 1, 1883	1,395	0 6	Connects at Manitowoc, Wis., with Summit Lake and Milwaukee, Wis., R. P. O.
35,983	6	24	Oct. 15, 1883	90	0 6	Connects at Tyler with Texarkana and McGregor, R. P. O., and Denison, Troup and Houston R. P. O., and at Jacksonville with Texarkana and Houston R. P. O.
32,563	7	12	Dec. 1, 1882	845	2 0	
8,826	6	5	July 1, 1881	60	2 0	
7,324	6	2	July 24, 1882	105	0 6	Connects with Goldsborough and Greensborough R. P. O.
10,642	12	7	July 1, 1881	74	2 0	
42,427	20	12	July 1, 1881	102	0 6	{ Connects at Valparaiso, Nebr., with Omaha and Stromsburg, Nebr., R. P. O.; at Lincoln, Nebr., with Central City and Nebraska City, Nebr., Columbus, Nebr., and Atchison, Kans., and Omaha and McCook, Nebr., R. P. O's.; connects at Beatrice, Nebr., with Crete and Red Cloud, Nebr., and Nebraska City and Beatrice, Nebr., R. P. O's., and at Marysville, Kans., with Saint Joseph, Mo., and Grand Island, Nebr., R. P. O.
57,293	7	36	May 16, 1882	137	0 6	
13,271	12	8	July 1, 1883	66	0 6	Connects at Varna, Ill., with Dwight and Washington, Ill., R. P. O.
12,701	6	10	Mar. 15, 1884	65	0 6	Connects at Dexterville Junction with Merrill and Tomah, Wis., R. P. O., and at Dexterville, Wis., with Fort Howard, Wis., and Winona, Minn., R. P. O.
6,366	6	4	July 1, 1883	269	0 6	Connects at Saint Francisville, Ill., with Danville and Cairo, Ill., R. P. O., and at Vincennes, Ind., with Cincinnati, Ohio, and Saint Louis, Mo., Indianapolis and Vincennes, Ind., and Terre Haute and Evansville, Ind., R. P. O.
46,511	7	16	Not weighed.	.....	0 6	Connects at Vinita with Hannibal and Denison R. P. O., and Pierce City and Vinita R. P. O.
10,730	14	8	July 1, 1882	243	2 0	
8,789	12	2	July 1, 1881	79	0 6	Connects with Grafton and Parkersburgh R. P. O.
31,144	6	24	Feb. 8, 1881	144	4 0	
10,041	12	4	July 1, 1881	41	.....	Pouches exchanged with Boston and Newburyport and Boston R. P. O.
17,740	12	40	July 1, 1883	225	1 0	{ Connects at Wall Lake with Carroll and Mapleton, Iowa, R. P. O. Supplied by initial and terminal offices, and by Carroll and Mapleton, Iowa, R. P. O.
36,558	6	32	Jan. 25, 1884	359	0 6	
18,686	18	8	July 1, 1881	294	.....	Pouches exchanged with Providence and Fall River, Mass.
19,128	20	6	July 1, 1881	176	1 0	Connect with Washington and Charlotte R. P. O.
15,718	18	6				
19,196	6	18	July 1, 1882	134	0 6	Connects at Yuma with Atchison and Lenora R. P. O.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Washington and Barnett, Ga.	4	15006	Washington, Barnett, Ga.	Georgia R. R.....	18. 56
Washington and New Hampton, N. J.	2	8019	Binghamton, N. Y., New Hampton, N. J.	Del., Lack. and W.....	5. 20
Washington and Waynesburgh, Pa.	2	8114	Washington, Waynesburgh, Pa.	Waynes. and Wash	28. 97
Watersmeet, Mich., and Summit Lake, Wis.	6	25050	Eland, Wis., Watersmeet, Mich.	Milwaukee, Lake Shore and Western.	68. 45
Watertown and Brookings, Dak.	6	35014	Brookings, Watertown, Dak.	Chicago and North Western.	48. 24
Watertown and Sackett's Harbor, N. Y.	2	6039	Watertown, Sackett's Harbor, N. Y.	Utica and Blk. River.....	12. 51
Watertown and Waterbury, Conn.	1	5006	Waterbury, Watertown, Conn.	Naugatuck	6. 41
Waukon and Waukon Junction, Iowa.	6	27040	Waukon Junction, Waukon, Iowa.	Chicago, Milwaukee and Saint Paul.	23. 00
Wawa and Chester, Pa....	2	8008	Chester, Pa., Port Deposit, Md.	Phila., Wil. and Balto.....	7. 17
Waxahachie and Guide, Tex.	7	31021	Waxahachie, Guide, Tex..	H. and T. C. Rwy	12. 08
Webb City and Joplin, Mo.	7	33008	Kansas City, Joplin, Mo..	K. C., Ft. S. and G. R. R. ..	6. 30
Wellington and Cissna Park, Ill.	6	23080	Wellington, Cissna Park, Ill.	Chicago and Eastern Illinois.	12. 89
Wellington and Hunnewell, Kans.	7	33005	Cherry Vale, Hunnewell, Kans.	Southern Kans. Rwy.....	17. 59
Wellfleet and Provincetown, Mass.	1	3041	Middleborough, Provincetown, Mass.	Old Colony.....	14. 36
Wellsborough and Antrim, N. Y.	2	8065	Corning, N. Y., Antrim, Pa.	Fall Brook Coal Co.	13. 71
West Brownsville and Uniontown, Pa.	2	8146	West Brownsville, Uniontown, Pa.	Penna	18. 54
West Wareham and Fairhaven, Mass.	1	3050	Fairhaven, West Wareham, Mass.	Old Colony.....	15. 59
Weston and Buckhannon, W. Va.	3	12011	Weston, Buckhannon, W. Va.	Weston and Buckhannon.	16. 29
Wetumka and Elmore, Ala	4	17024	Wetumka, Elmore, Ala ...	South & North Ala. R. R..	6. 81
White Haven and Upper Lehigh, Pa.	2	8097	White Haven, Upper Lehigh, Pa.	Cent. R. R. of N. J	9. 85
White Heath and Decatur, Ill.	6	23077	White Heath, Decatur, Ill.	Wabash, St. Louis and Pacific.	30. 63
Whitesborough and Gainesville, Tex.	7	31022	Denison City, Gainesville, Tex.	Mo. Pac. Rwy.....	15. 59
White River Junction and Woodstock, Vt.	1	2013	White River Junction, Woodstock, Vt.	Woodstock	14. 44
Whitestone and Long Island City, N. Y.	2	6094	Long Island City, Whitestone, N. Y.	Long Island	12. 00

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
13,548	7	6	July 1, 1880	Pounds. 122	Ft. In. 2 0	
6,510	12	4	July 1, 1881	1,504	4	Balance of route (139.36 miles) covered by Binghamton and New York R. P. O. (See Table A ^a .)
36,270	12	10	July 1, 1881	355	2 0	
42,849	6	20	Apr. 16, 1884	271	0 6	Connects at Monico, Wis., with Monico and Rhinelander, Wis., pouch-service, and at Summit Lake, Wis., with Summit Lake and Milwaukee, Wis., R. P. O.
30,198	6	20	Dec. 10, 1883	109	0 6	Supplied by Watertown, Dak., and by Tracy, Minn., and Pierre, Dak., R. P. O. Connects at Watertown, Dak., with Tracy, Minn., and Redfield, Dak., R. P. O.
15,662	12	4	July 1, 1881	198	2 0	
8,025	12	8	July 1, 1881	165	.....	Pouches exchanged with Waterbury, West Winsted, and Bridgeport R. P. O.
14,398	6	4	July 1, 1883	166	0 6	Connects at Waukon Junction, Iowa, with La Crosse, Wis., and Dubuque, Iowa, R. P. O.
18,953	24	8	July 1, 1881	1,003	2 0	Balance of route (52.17 miles) covered by Philadelphia and Port Deposit R. P. O. (See Table A ^a .)
8,843	14	18	July 1, 1881	298	0 6	Connects at Guide with Denison and Houston R. P. O. and Terrell and Guide R. R.
3,944	6	4	Apr. 10, 1883	1,532	0 4	Balance of route covered by Kansas City and Memphis R. P. O. and Fort Scott and Joplin R. P. O. (See Table A ^a .) Connects at Joplin with Fort Scott and Joplin R. P. O., Kansas City, Pleasant Hill and Joplin R. P. O., and Girard and Galena R. P. O.; connects at Webb City with Kansas City, Pleasant Hill and Joplin R. P. O.
8,069	6	16	July 1, 1881	81	0 6	Connects at Wellington, Ill., with Chicago, Ill., and Terre Haute, Ind., R. P. O.
12,874	7	12	July 1, 1882	930	0 6	Balance of route covered by Kansas City and Harper R. P. O. (See Table A ^a .) Connects at Wellington with Kansas City and Harper R. P. O. and Newton and Caldwell R. P. O.
17,978	12	4	July 1, 1881	1,891	.....	Pouches exchanged with Boston and Wellfleet R. P. O.
17,164	12	4	July 1, 1881	796	2 0	Balance of route (38.69 miles) covered by Geneva and Wellsburgh R. P. O. (See Table A ^a .)
11,606	6	8	Jan. 1, 1883	275	2 0	
29,278	18	10	July 1, 1881	259	.....	Pouches exchanged with New Bedford, Boston and Wellfleet R. P. O.
10,197	6	3	Dec. 10, 1883	186	0 6	
9,942	14	6	July 1, 1880	121	2 0	
6,166	6	2	July 1, 1881	39	2 0	
19,174	6	16	July 1, 1883	231	0 6	Connects at White Heath, Ill., with Sidney and Havana, Ill., R. P. O.; at Monticello, Ill., with Chicago, Decatur, Ill., and Saint Louis, Mo., R. P. O., and at Decatur, Ill., with all lines centering at that city.
22,824	14	16	July 1, 1882	1,436	0 6	Balance of route covered by Denison and Taylor R. P. O. (See Table A ^a .) Connects at Whitesborough with Denison and Taylor R. P. O. and Texarkana and Whitesborough R. P. O.
18,078	12	4	July 1, 1881	209	.....	Pouches exchanged at White River Junction.
15,024	12	27	July 1, 1881	469	3 0	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Whiting and Pemberton Junction, N. J.	2	Part of 7026	Sandy Hook, Pemberton Junction, N. J.	Phila. and Reading (N. J. So. Division.)	19.38
Wichita and Cheney, Kans	7	33042	Wichita, Cheney, Kans ...	Wichita and Western R. R	26.70
Wilkes Barre and Wanamie, Pa.	2	8101	Wilkes Barre, Wanamie, Pa.	Cent. R. R. of N. J	11.55
Williamstown and Millersburgh, Pa.	2	8106	Millersburgh, Williamstown, Pa.	Northern Central.....	21.04
Wilmot and Millbank, Dak	6	55009	Millbank, Wilmot, Dak ...	Chicago, Milwaukee and St. Paul.	17.03
Wilton Junction and Muscatine, Iowa.	6	27090	Wilton Junction, Muscatine, Iowa.	Chicago, Rock Island and Pacific.	12.73
Winfield and Washington, Iowa.	6	27035	Burlington, Washington, Iowa.	Burlington and North Western.	18.64
Winneconne and Rush Lake, Wis.	6	25007	Rush Lake, Winneconne, Wis.	Chicago, Milwaukee and St. Paul.	14.42
Winifrede Junction and Winifrede, W. Va.	3	12008	Winifrede Junction, Winifrede, W. Va.	Winifrede	4.54
Woburn and Winchester, Mass.	1	3018	Winchester, Woburn, Mass.	Boston and Lowell.....	2.23
Wolfborough and Wolfborough Junction, N. H.	1	1015	Wolfborough Junction, Wolfborough, N. H.	Eastern.....	12.11
Woodbury and Penn's Grove, N. J.	2	7039	Woodbury, Penn's Grove, N. J.	Delaware River.....	20.48
Woodbury and Swedesborough, N. J.	2	7022	Woodbury, Swedesborough, N. J.	West Jersey.....	11.28
Woodman and Lancaster Junction, Wis.	6	25025	Galena, Ill., Woodman, Wis.	Chicago and North Western.	18.53
Woodville and Bayou Sara, La.	4	30007	Woodville, Bayou Sara, La.	West Feliciana R. R.....	28.83
Yarmouth Junction (n. o.) and Hyannis, Mass.	1	3048	Yarmouth Junction (n. o.), Hyannis, Mass.	Old Colony	3.36
Youngwood Station and United, Pa.	2	8151	Youngwood Station, United, Pa.	Penna	8.84
Zumbrota and Rochester, Minn.	6	26017	Rochester, Zumbrota, Minn.	Winona and St. Peter.....	26.12

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
24,263	² 12	15	July 1, 1881	Pounds. 196	Ft. In. 2 0	¹ Balance of route, 30.23 miles, covered by Red Bank and Bridgeton R. P. O. (see Table A ²), and no service 4.19 miles, Sandy Hook to Highlands, and 3.90 miles, Branchport Junction to Eatontown, and 7.30 miles closed-pouch service Highlands to Branchport Junction. ² 12 times a week from Pemberton Junction to Whiting.
16,607	6	28	Not weighed.		0 6	Connects at Wichita with Saint Louis and Halstead R. P. O., Newton and Caldwell R. P. O., and Fort Scott and Wichita R. P. O.
7,230	6	3	July 1, 1881	43	2 0	
26,342	12	10	July 1, 1881	186	2 0	
10,660	6	4	July 1, 1882	109	0 6	Connects at Millbank, Dak., with Minneapolis, Minn., and Aberdeen, Dak., R. P. O.
15,937	12	8	Apr. 16, 1883	367	0 6	Connects at Wilton Junction, Iowa, with Chicago, Ill., and West Liberty, Iowa, R. P. O., and at Muscatine, Iowa, with Davenport, Iowa, and Cameron, Mo., and Muscatine and Montezuma, Iowa, R. P. O's.
11,668	6	16	July 1, 1883	197	0 6	Connects at Winfield, Iowa, with Burlington and Brighton, Iowa, and Morning Sun and Oskaloosa, Iowa, R. P. O's. Connects at Washington, Iowa, with Davenport, Iowa, and Cameron, Mo., and Washington and Knoxville, Iowa, R. P. O's.
9,026	6	12	July 1, 1883	135	0 6	Connects at Rush Lake with Ripon and Berlin closed-pouch service.
5,684	12	1	Aug. 1, 1882	17	0 6	Connects with Clifton Forge and Huntington R. P. O.
4,187	18	12	July 1, 1881	196	.....	Pouches exchanged with Boston, Winchester, and Saint Albans and Boston R. P. O.
7,580	6	4	July 1, 1881	113	.....	Pouches exchanged with Wolfborough, Bangor and Boston, and North Conway and Portsmouth R. P. O's.
32,051	15	5	July 1, 1881	133	2 0	
14,122	12	6	July 1, 1881	103	2 0	
23,199	12	12	July 1, 1883	556	0 6	Connects at Woodman, Wis., with Milwaukee and Prairie du Chien, Wis., R. P. O., and at Lancaster Junction with Milwaukee and Lancaster, Wis., R. P. O.
17,671	6	4	July 25, 1882	59	2 0	
4,206	12	4	July 1, 1881	65	.....	Pouches exchanged with Boston and Wellfleet R. P. O.
5,533	6	8	Sept. 3, 1883	31	2 0	
49,053	18	32	July 1, 1883	142	0 6	Connects at Rochester, Minn., with Winona and Tracy, Minn., R. P. O., and at Zumbrota, Minn., with Wabasha and Zumbrota, Minn., R. P. O.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and parts of railroads over which no railway post-offices run, in operation during the fiscal year ended June 30, 1884.

RECAPITULATION.

Division.	Number of routes.*	Miles of route.	Annual miles of service.	Number of pouches exchanged daily.
First	87	974. 19	1, 293, 602	629
Second	190	2, 084. 90	3, 142, 797	1, 635
Third	35	641. 54	494, 047	188
Fourth	64	1, 530. 37	1, 244, 133	394
Fifth	53	1, 151. 40	598, 330	154
Sixth	135	3, 345. 71	2, 893, 691	1, 962
Seventh	65	2, 824. 02	2, 171, 179	1, 166
Eighth	44	1, 561. 15	1, 200, 547	476
Ninth	25	906. 16	520, 610	338
Total	698	15, 019. 44	13, 558, 936	6, 942

COMPARATIVE STATEMENT OF RAILWAY MAIL SERVICE. 467

TABLE D^d.—*Comparative statement of the railway mail service, 1830 to 1884.*

Fiscal year ending June 30—	Miles of railroad in the United States.	Miles of railroad upon which mail was carried.	Miles of annual transportation of mail by railroads.	Annual cost of railroad mail transportation.	Average annual cost per mile of railroad mail transportation.	Number of employees of railway mail service.	Annual expenditure for all employees of the railway mail service.
1830	23						
1831	95						
1832	229						
1833	380						
1834	633	78					
1835	1,098						
1836	1,273		*1,878,296				
1837	1,497	974	*1,793,024	\$*307,444	\$0 17.14		
1838	1,913		*2,413,090	*410,488	17.01		
1839	2,302		*3,396,055	*520,602	15.32		
1840	2,818		*3,889,053	*595,353	15.30		
1841	3,535		*3,946,450	*585,843	14.84		
1842	4,026	3,091	*4,424,262	432,568	9.77		†\$22,987
1843	4,185		*5,692,402	*733,687	12.88		†28,965
1844	4,377	3,714	*5,747,355	531,752	9.25		†29,744
1845	4,633		*6,484,592	*843,430	13.06	43	†37,513
1846	4,930	4,092	*7,781,828	*870,570	11.18		†42,406
1847	5,598	4,402	4,170,403	597,475	14.32	†186	†46,153
1848	5,996	4,735	4,327,400	584,192	13.49		†54,063
1849	7,365	5,497	4,861,177	635,740	13.07		†61,512
1850	9,021	6,886	6,524,593	818,227	12.54		†107,042
1851	10,982	8,255	8,364,503	985,019	11.77	148	†145,897
1852	12,908	10,146	11,082,768	1,275,520	11.50	185	†196,936
1853	15,360	12,415	12,986,705	1,601,329	12.33	235	176,722
1854	16,720	14,440	15,433,389	1,758,610	11.39	257	197,090
1855	18,374	18,333	19,202,469	2,073,089	10.79	348	254,498
1856	22,016	20,323	21,809,296	2,310,389	10.59	394	287,187
1857	24,503	22,530	24,267,944	2,559,847	10.54	451	339,388
1858	26,968	24,431	25,763,452	2,828,301	10.97	491	392,739
1859	28,789	26,010	27,268,384	3,243,974	11.90	548	429,175
1860	30,635	27,129	27,653,749	3,349,662	12.11	582	405,819
1861	31,286	†22,018	†23,116,823	†2,543,709	11.00	†427	†314,179
1862	33,170	†21,338	†22,777,219	†2,498,115	10.96	†474	†295,823
1863	33,908	†22,152	†22,871,558	†2,538,517	11.09	†525	†324,524
1864	35,085	†22,616	†23,301,942	†2,567,044	11.01	†572	†352,701
1865	36,801	†23,401	†24,087,568	†2,707,421	11.23	†612	†342,071
1866	39,250	32,092	30,609,467	3,391,592	11.08	702	542,401
1867	42,229	34,015	32,437,900	3,812,600	11.75	827	729,680
1868	42,229	36,018	34,886,178	4,177,126	11.97	995	839,975
1869	46,844	39,537	41,399,284	4,723,680	11.41	1,129	973,560
1870	52,914	43,727	47,551,970	5,128,901	10.78	1,106	1,109,140
1871	60,283	49,834	55,557,048	5,724,979	10.30	1,382	1,441,020
1872	66,171	57,911	62,491,749	6,502,771	10.40	1,647	1,709,546
1873	70,278	63,457	65,621,445	7,257,196	11.05	1,895	1,958,876
1874	72,383	67,734	72,460,545	8,589,663	11.85	2,175	2,186,330
1875	74,096	70,083	75,154,910	9,216,518	12.26	2,242	2,410,490
1876	76,808	72,348	77,741,172	9,543,134	12.27	2,415	2,504,140
1877	79,089	74,546	85,358,710	8,053,936	10.60	2,500	2,484,846
1878	81,776	77,120	92,120,395	9,566,595	10.38	2,608	2,579,013
1879	86,497	79,991	93,092,992	9,792,589	10.51	2,609	2,624,890
1880	93,671	85,320	96,497,463	10,648,986	11.03	2,946	2,850,980
1881	104,813	91,569	103,521,229	11,963,117	11.55	3,177	3,108,801
1882	113,329	100,563	113,995,318	13,127,715	11.51	3,570	3,486,779
1883	120,552	110,208	129,198,641	13,887,800	10.77	3,855	3,688,032
1884	(††)	117,160	142,541,392	15,012,603	12.81	3,963	3,972,071

* Including steamboat service; no separate report.

† Service suspended in Southern States.

‡ Including mail-messenger service.

†† This column is taken from Poor's Manual, and is made up at the end of the calendar year. The other columns represent the state of the service at the close of each fiscal year.

The cost of service is taken from the reports of the Second Assistant Postmaster-General.

TABLE E^c.—Statement of mail distributed en route on the cars by railway postal clerks during the fiscal year ended June 30, 1884.

Division.	Number of letter packages distributed.	Whole number of letters distributed.	Number of sacks of second, third, and fourth class matter distributed.	Whole number of pieces of second, third, and fourth class matter distributed.	Whole number of letters and pieces of other mail matter distributed.	Number of packages and cases of registered matter.	Number of through registered pouches.
First	6, 418, 479	256, 739, 160	773, 689	116, 053, 350	372, 792, 510	1, 269, 567	64, 332
Second	8, 673, 395	346, 935, 800	1, 306, 973	196, 045, 950	542, 981, 750	2, 388, 524	109, 557
Third	3, 262, 749	130, 509, 960	635, 447	95, 317, 050	225, 827, 010	1, 154, 940	54, 893
Fourth	4, 655, 531	186, 221, 240	841, 907	126, 286, 050	312, 507, 290	1, 711, 384	52, 508
Fifth	11, 097, 971	443, 918, 840	2, 275, 623	341, 343, 450	785, 262, 290	2, 082, 281	158, 709
Sixth	14, 021, 814	560, 872, 560	2, 303, 127	345, 469, 050	906, 341, 610	3, 493, 557	86, 631
Seventh	12, 011, 277	480, 451, 080	1, 780, 889	267, 133, 350	747, 584, 430	2, 518, 210	47, 750
Eighth	2, 102, 498	84, 099, 920	316, 356	47, 453, 400	131, 553, 320	730, 725	12, 695
Ninth	7, 642, 461	305, 698, 440	1, 260, 755	189, 113, 250	494, 811, 690	974, 718	124, 445
Total	69, 886, 175	2, 795, 447, 000	11, 494, 766	1, 724, 214, 900	4, 519, 661, 900	16, 323, 906	711, 520

Whole number of pieces of mail handled in 1884 4, 519, 661, 900
 Whole number of pieces of mail handled in 1883 3, 981, 516, 280

Increase 538, 144, 226

Percentage of increase, 1884 over 1883, 13.52.
 Percentage of increase, 1883 over 1882, 15.96.

Packages, pouches, and cases of registered matter handled in 1884 17, 035, 426
 Packages, pouches, and cases of registered matter handled in 1883 16, 234, 715

Increase 800, 711

Percentage of increase, 1884 over 1883, 4.93.
 Percentage of increase, 1883 over 1882, 9.65.

TABLE F^f.—Statement of errors made by the railway postal clerks during the fiscal year ended June 30, 1884.

Division.	Incorrect slips returned.	Errors on incorrect slips.	Missent.				Misdirected.			Errors checked.	
			Letter packages.	Pouches.	Sacks.	Registered packages.	Letter packages.	Pouches.	Sacks.	Against railway postal clerks.	Against post-offices.
First	11, 461	18, 621	832	619	150	52	38	50	26	39, 751	(*)
Second	34, 972	66, 333	792	634	161	72	129	80	17	54, 286	46, 007
Third	29, 166	58, 282	423	109	84	40	44	15	50	107, 355	(*)
Fourth	38, 057	72, 940	1, 176	139	100	120	130	39	60	186, 276	(*)
Fifth	105, 156	223, 837	1, 503	157	117	7	237	67	101	378, 831	220, 604
Sixth	117, 217	278, 690	3, 094	373	323	119	863	120	383	532, 278	(*)
Seventh	84, 180	189, 264	2, 090	742	666	295	185	17	34	433, 155	(*)
Eighth	6, 257	10, 253	114	13	5	22	36	1	2	58, 370	22, 557
Ninth	90, 021	249, 003	1, 338	1, 235	213	63	199	44	86	120, 384	53, 354
Total	516, 487	1, 167, 223	11, 362	4, 021	1, 819	790	1, 861	433	759	1, 910, 686	.....

* Not reported.

RECAPITULATION.

Number of letters and pieces of other mail distributed in 1884 4, 519, 661, 900
 Number of errors made in the distribution of the same 1, 167, 223
 Number of letters and pieces of other mail matter distributed to each error, 1884 3, 872
 Number of letters and pieces of other mail matter distributed to each error, 1883 4, 153
 Percentage of correct distribution, 1884 99.97 +
 Percentage of correct distribution, 1883 99.97 +

TABLE G^s.—Statement of errors in the distribution and forwarding of mails by post-offices during the fiscal year ended June 30, 1884.

Post-offices.	Class.	Division.	No. of incorrect slips re- turned.	No. of errors on incor- rect slips.	Missent.					Misdirected.			Errors checked—	
					No. of letter pack- ages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack- ages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-of- fices.
Adrian, Mich.....	2	9	44	72									19	
Akron, Ohio.....	2	5	671	1,028						7				
Albany, N. Y.....	1	2	966	1,629	12					14	4	2		
Albuquerque, N. Mex.....	2	7	2	1	3									
Albion, Mich.....	2	9	43	82		1								2
Alexandria, Va.....	2	3	94	151	1						1			
Allegheny, Pa.....	2	2	307	467	9					4	1			1
Allentown, Pa.....	2	2	40	90	3								40	
Alliance, Ohio.....	2	5	6	8				3						
Alpena, Mich.....	3	9	7	13	1								3	
Alton, Ill.....	2	6	73	168	2					2				
Altoona, Pa.....	2	2	22	23	1						1			
Amesbury, Mass.....	2	1	27	38									1	
Amherst, Mass.....	2	1	38	145									50	64
Amsterdam, N. Y.....	2	2	52	157						1				
Annapolis, Md.....	2	3	94	151	1					1				
Ann Arbor, Mich.....	2	9	125	224	3					1			49	3
Ansonia, Conn.....	2	1	4	7									31	10
Appleton, Wis.....	2	6	34	84	4					2	1			
Asbury Park, N. J.....	2	2	61	159									2	3
Ashtabula, Ohio.....	2	5	46	80						3				
Atchison, Kans.....	2	7	170	293	6	1		29						
Athens, Ga.....	2	4	84	166	1									
Atlanta, Ga.....	1	4	3,162	6,128	55	1	2	29		18	8	23		
Atlantic, Iowa.....	2	6	10	21	1									
Atlantic City, N. J.....	2	2	10	21	1									
Auburn, Me.....	2	1	27	36	2									3
Auburn, N. Y.....	2	2	284	458	1								35	7
Augusta, Ga.....	2	4	307	611	21	1	1	1		2	2	2		
Augusta, Me.....	1	1	751	1,737	1		3			20	1	6	66	65
Aurora, Ill.....	2	6	56	109									228	12
Austin, Tex.....	1	7	551	1,150	4	3		1		1				
Baltimore, Md.....	1	3	5,335	15,043	34		5			5	4	4		
Bangor, Me.....	2	1	89	172						1				1
Batavia, N. Y.....	2	2	48	71										
Bath, Me.....	2	1	29	35									32	190
Bath, N. Y.....	2	2	30	63						1			7	3
Baton Rouge, La.....	2	4	25	78										
Battle Creek, Mich.....	2	9	54	151						1				1
Bay City, Mich.....	2	9	125	385		7								
Beatrice, Nebr.....	2	6	125	385										
Beaver Falls, Pa.....	2	2	30	63						1				
Bellaire, Ohio.....	2	5	17	27		1		1						
Bellefontaine, Ohio.....	2	5	26	35						1				
Bellefonte, Pa.....	2	2	10	20										
Belleville, Ill.....	2	6	76	98	2									
Beloit, Wis.....	2	6	23	24										
Bethlehem, Pa.....	2	2	26	44										2
Beverly, Mass.....	2	4	167	256						2			30	98
Biddeford, Me.....	2	1	20	32										3
Big Rapids, Mich.....	2	9	17	25										
Binghamton, N. Y.....	1	2	55	54						3				
Birmingham, Ala.....	2	4	214	591	9									
Birmingham, Conn.....	2	1	12	28	1						1			
Bismarck, Dak.....	2	6	22	50									264	24
Bloomington, Ill.....	2	6	814	1,847	29					5	1	3	348	
Boston, Mass.....	1	1	12,536	22,133	133	12	6	18		54	9	13	1,337	2,048
Boulder, Colo.....	2	7	32	51	3	1								
Bozeman, Mont.....	2	8	49	74										
Bradford, Pa.....	2	2	159	234						1	5		9	17
Brainerd, Minn.....	2	6	112	281	1									
Brattleborough, Vt.....	2	1	18	37										
Bridgeport, Conn.....	1	1	126	305	10	2				5				
Bridgeport, N. J.....	2	2	126	305										
Brockport, N. Y.....	2	2	48	141	2			1						
Brockton, Mass.....	2	1	74	99						3	2		100	123
Brooklyn, N. Y.....	1	2	678	1,008	9			1		3				
Bryan, Ohio.....	3	9	33	42	1									
Bucyrus, Ohio.....	2	5	36	69	1									
Buffalo, N. Y.....	1	2	1,502	4,684	23					5	2	7	86	1

TABLE G8.—Errors in the distribution and forwarding of mails by post-offices, &c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips re-turned.	No. of errors on incor-rect slips.	Missent.					Misdirected.			Errors checked—	
					No. of letter pack-ages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack-ages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Burlington, Iowa.....	1	6	162	278	9		1				1			
Burlington, Vt.....	2	1	27	61	1	1								
Butte City, Mont.....	2	8	222	283	1									
Cairo, Ill.....	2	6	21	28										
Camden, N. J.....	2	2	19	133	2									18
Canandaigua, N. Y.....	2	2	50	65										
Canton, Ohio.....	2	5	172	265	1					1				
Cadillac, Mich.....	2	9	14	37						2				
Carlisle, Pa.....	2	2	33	54										
Carson City, Nev.....	2	8	30	42										
Carthage, Mo.....	2	7	21	27									102	6
Catskill, N. Y.....	2	2	6	19						2			3	40
Cedar Rapids, Iowa.....	1	6	388	983	50	1		3		5	1		180	
Chambersburgh, Pa.....	2	2	12	26										
Champaign, Ill.....	2	6	5	8						1				
Charleston, S. C.....	1	4	279	566	9									
Charlestown, W. Va.....	3	3	10	13										
Charlotte, Mich.....	3	9	15	24										
Charlotte, N. C.....	2	3	54	79	1									
Charlottesville, Va.....	3	3	103	199										
Chattanooga, Tenn.....	2	5	351	782	94				3		6	2		
Cheboygan, Mich.....	3	9	2	15										
Chester, Pa.....	2	2	16	38										
Cheyenne City, Wyo.....	2	6	67	130										
Chicago, Ill.....	1	6	22,977	31,472						54				
Chillicothe, Ohio.....	2	5	50	77	14									
Chippewa Falls, Wis.....	2	6	8	49										
Cincinnati, Ohio.....	1	5	5,882	9,133	91					96	3	14		
Clarksburgh, W. Va.....	3	3	142	185										
Cleveland, Ohio.....	1	5	4,624	7,706	64					45	7	12		
Clinton, Iowa.....	2	6	34	56										
Clinton, Mass.....	2	1	2	3										3
Cohoes, N. Y.....	2	2	22	42										
Coldwater, Mich.....	2	9	112	162	1									
Colorado Springs, Colo.....	2	7	255	414	9	22		6		1	1	1	534	16
Columbia, S. C.....	2	4	69	107		3				2				
Columbus, Ga.....	2	4	242	372	4	2				26	2	6		
Columbus, Miss.....	2	4	12	22	1									
Columbus, Ohio.....	1	5	2,149	3,512	38									
Concord, N. H.....	2	1	43	123	1							1	24	68
Corning, N. Y.....	2	2	44	52										
Corry, Pa.....	2	2	10	11										
Cortland, N. Y.....	2	2	53	81						1				
Council Bluffs, Iowa.....	2	6	802	3,455	30	2		21	1	4				
Covington, Ky.....	2	5	135	200	8					2				
Crawfordsville, Ind.....	2	5	154	241						2				
Creston, Iowa.....	2	6	27	76					3					
Cumberland, Md.....	2	3	12	21										
Dallas, Tex.....	1	7	974	1,967	26	8	1	3						
Danbury, Conn.....	2	1	5	6							1		3	3
Danville, Ill.....	2	6	149	243	3					3	1			
Danville, Va.....	2	3	56	75										
Davenport, Iowa.....	1	6	372	625	5									
Dayton, Ohio.....	1	5	553	903	3	1		1		11	1	4		
Decatur, Ill.....	2	6	168	255	5			2			1	3		
Defiance, Ohio.....	2	5	56	115	1					2				
Delaware, Ohio.....	2	5	77	112						1				
Denison City, Tex.....	2	7	86	180	9					1				
Denver, Colo.....	1	7	1,480	2,260	53	24	7	59		4	3	2		
Des Moines, Iowa.....	1	6	1,168	2,633	41	2	1	1		15	8	4	624	
Detroit, Mich.....	1	8	3,437	4,908	87	2	1	6		35	5	6	1,057	
Dixon, Ill.....	2	6	15	42	2						2			
Dover, N. H.....	2	1	15	17						1	1			
Dubuque, Iowa.....	1	6	199	318						3		1		
Duluth, Minn.....	2	6	219	422						1				
Dunkirk, N. Y.....	2	2	17	30							4			
East Liverpool.....	2	5	13	20										
East Saginaw, Mich.....	2	9	116	327	14				1				505	34
Easton, Pa.....	2	2	84	107	4									
Eau Claire, Mich.....	2	6	43	57					1	2				
Elgin, Ill.....	1	6	383	675					4	1	7			

TABLE G⁵.—Errors in the distribution and forwarding of mails by post-offices, &c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips re- turned.	No. of errors on incor- rect slips.	Missent.					Misdirected.			Errors checked—	
					No. of letter pack- ages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack- ages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-of- fices.
Elizabeth, N. J.	2	2	96	153	8				3				2	1
Elkhart, Ind.	2	5	18	24	2									
Elmira, N. Y.	1	2	127	303					1	2	1		1	
El Paso, Tex.	2	7	82	205	2	1			1					
Elyria, Ohio	2	5	89	132	2				3					
Emporia, Kans.	2	7	28	44										
Englewood, Ill.	2	6	3	3									120	
Erie, Pa.	1	2	222	335	2		7		1			1	55	2
Eufaula, Ala.	2	4	10	12	1									
Evanston, Ill.	2	6	4	6										
Evansville, Ind.	2	5	208	269	12	1	7							
Fairmount, W. Va.	3	3	29	5		1				1	3		53	56
Fall River, Mass.	2	1	107	185	6									
Fargo, Dak.	2	6	192	467										
Faribault, Minn.	2	6	14	32										
Fergus Falls, Minn.	2	6	9	12										
Fitchburgh, Mass.	2	1	13	23									7	32
Flint, Mich.	2	9	36	66						2			106	
Fond du Lac, Wis.	2	6	86	122	1	1								
Fort Dodge, Wis.	2	6	3	4		3								
Fort Plain, N. Y.	2	2	29	129										
Fort Scott, Kans.	2	7	55	57						2				
Fort Smith, Ark.	2	7	70	114										
Fort Wayne, Ind.	2	5	71	156	3									
Fort Worth, Tex.	2	7	457	1,063	10	1	3					1		
Fortress Monroe, Va.	3	3	31	52										
Franklin, Pa.	2	2	7	37										
Frankfort, Ky.	2	5	331	582	1			1		2	1	1		
Frederick, Md.	2	3	36	119	2									
Fredericksburgh, Va.	3	3	64	99	1									
Fredonia, N. Y.	2	2	80	287						2			14	
Freeport, Ill.	2	6	37	61										
Fremont, Nebr.	2	6	12	16										
Fremont, Ohio	2	5	62	76										
Gainesville, Tex.	2	7	35	91		1	1							
Galena, Ill.	2	6	25	35										
Galesburgh, Ill.	2	6	317	1,020	14									
Gallipolis, Ohio	2	5	7	8										
Galveston, Tex.	1	7	333	552	1	1								
Geneva, N. Y.	2	2	106	170	1								19	8
Glens Falls, N. Y.	2	2	20	43	2									
Gloucester, Mass.	2	1	64	105	3								79	226
Gloversville, N. Y.	2	2	15	31										
Goldsborough, N. C.	3	3	41	95		1								
Goshen, Ind.	2	5	16	16							1			
Grafton, W. Va.	3	3	30	40										
Grand Forks, Dak.	2	6	121	197										
Grand Haven, Mich.	3	9	27	59										
Grand Rapids, Mich.	3	9	323	634	5	4				3		3	8	3
Green Bay, Wis.	2	6	24	30						2				
Greenfield, Mass.	2	1	18	66									7	36
Greensborough, N. C.	3	3	58	74	1									
Greenville, Mich.	3	9	14	25										
Greenville, S. C.	2	4	13	41	5									
Grinnell, Iowa	2	6	40	123	7	1				1				
Gunnison, Colo.	2	7	10	10			3							
Hagerstown, Md.	2	3	24	38										
Hamilton, Ohio	2	5	169	263	2					1		1		
Hampton, Va.	3	3	84	127										
Hannibal, Mo.	2	7	215	338	10	2	1	2						
Harrisburg, Pa.	1	2	192	286	2					2	2			
Harrisonburgh, Va.	3	3	26	45										
Hartford, Conn.	1	1	489	709	3	1	1						10	28
Hastings, Nebr.	2	6	7	7										
Haverhill, Mass.	2	1	67	115									33	27
Hazleton, Pa.	2	2												
Helena, Mont.	2	8	124	197										
Hillsdale, Mich.	2	9	42	62									6	1
Hoboken, N. J.	2	2	10	6	2					4			2	6
Holyoke, Mass.	2	1	18	180						1			7	2
Hornellsville, N. Y.	2	2	13	23	1					2				

TABLE G^g.—*Errors in the distribution and forwarding of mails by post-offices, &c.*—Cont'd.

Post-offices	Class.	Division.	No. of incorrect slips re- turned.	No. of errors on incor- rect slips.	Missent.					Misdirected.			Errors checked—	
					No. of letter pack- ages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack- ages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-of- fices.
Omaha, Nebr.....	1	6	1,356	3,596	43					13	1	6		
Oneida, N. Y.....	2	2	131	189						1	1		27	16
Oshkosh, Wis.....	2	6	41	63	2	1				4				
Oskaloosa, Iowa.....	2	6	99	135	10	1				1			24	
Oswego, N. Y.....	2	2	154	235						1			4	
Orange, N. J.....	2	2	16	17	1					1			33	72
Ottawa, Ill.....	2	6												
Ottawa, Kans.....	2	7												
Ottumwa, Iowa.....	2	6												
Owego, N. Y.....	2	2	6	17						1				
Owensborough, Ky.....	2	5	7	7	1					1				
Paducah, Ky.....	2	5	11	16										
Painesville, Ohio.....	2	5	152	229	1					6		1		
Palestine, Tex.....	2	7	2			2					1			
Paris, Ill.....	2	6	11	15										
Parkersburgh, W. Va.....	2	3	99	160		1								
Parsons, Kans.....	2	7	22	57										
Passaic, N. J.....	2	2												
Paterson, N. J.....	2	2	25	47		2				2			23	42
Pawtucket, R. I.....	2	1	23	122	1					2	1		12	16
Peekskill, N. Y.....	2	2	23	122	1									
Pekin, Ill.....	2	6	59	117	1									
Penn Yan, N. Y.....	2	2	19	72										
Pensacola, Fla.....	2	4	276	518	10					2	2			
Peoria, Ill.....	1	6	651	1,223	29					6	2	1	924	588
Peru, Ind.....	2	5	33	36			1							
Petersburgh, Va.....	2	3	25	61										
Petrosky, Mich.....	3	9	10	21										
Philadelphia, Pa.....	1	2	8,034	23,688	121		2			33	1	48	18	
Piqua, Ohio.....	2	5	109	144	4	1				1				
Pittsburgh, Pa.....	1	2	2,750	5,609	66	4			1	19	3	7	79	21
Pittsfield, Mass.....	2	1	251	584	3						2	1		
Pittston, Pa.....	2	2	23	40									1	3
Plainfield, N. J.....	2	2	12	53	2									
Plattsburgh, N. Y.....	2	2	8	8										
Plymouth, Mass.....	2	1	171	201									11	28
Pontiac, Mich.....	2	9	44	65									119	64
Port Huron, Mich.....	2	9	169	439	4					2		1	112	9
Port Jervis, N. Y.....	2	2	8	20										
Portland, Me.....	1	1	617	1,031	10		1			8		2	153	551
Portland, Oreg.....	1	8	794	1,358	4	2				1				
Portsmouth, N. H.....	2	1	12	18								2		
Portsmouth, Ohio.....	2	5	68	91							1			
Portsmouth, Va.....	2	3	13	16										
Pottsville, Pa.....	2	2	7	7										
Poughkeepsie, N. Y.....	1	2	330	596	2					3		1		
Princeton, Ill.....	2	6	33	58						1			72	24
Princeton, N. J.....	2	2	7	8										
Providence, R. I.....	1	1	756	1,156	18	1				7				
Pueblo, Cal.....	2	7	462	1,015	9	2	47			3	1			
Quincy, Ill.....	1	6	207	304	1					11				
Racine, Wis.....	2	6	132	243	1					11				
Rahway, N. J.....	2	2	2	2										
Raleigh, N. C.....	2	3	86	193	1									
Reading, Pa.....	1	2	45	60						1	3			
Red Oak, Iowa.....	2	6	9	67						1				
Red Wing, Minn.....	2	6	34	68										
Richmond, Ind.....	2	5	359	579				1		2		1		
Richmond, Va.....	1	3	684	1,849	12		2			2	1	2		
Rochester, Minn.....	2	6	25	42	1									
Rochester, N. Y.....	1	2	2,449	7,757	73					15	2			
Rockford, Ill.....	2	6	334	540						5	1	2	828	224
Rock Island, Ill.....	2	6	114	168			1			3	1	1		
Rockland, Me.....	2	1	74	95									7	93
Rome, Ga.....	2	4	394	563						5		1		
Rome, N. Y.....	2	2	32	50										
Rondout, N. Y.....	2	2	33	48										
Rutland, Vt.....	2	1	86	160	3		1						137	11
Sacramento, Cal.....	1	8	211	249	7					7	1	1	56	
Saginaw, Mich.....	2	9	16	36	2					2				
Saint Albans, Vt.....	2	1	1											

TABLE Gg.—Errors in the distribution and forwarding of mails by post-offices, &c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips re-turned.	No. of errors on incorrect slips.	Missent.					Misdirected.			Errors checked—	
					No. of letter packages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter packages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Saint Johnsbury, Vt.....	2	1	25	1	...	...	...	...	...	1	...	...	...	...
Saint Joseph, Mo.....	1	7	950	2,467	61	5	7	7	...	8	...	...	...	...
Saint Louis, Mo.....	1	7	6,870	10,769	27	2	1	...	...	...	...	...	...	...
Saint Paul, Minn.....	1	6	2,242	4,325	56	1	...	...	...	57	...	8	...	...
Salem, Mass.....	2	1	314	405	1	...	...	1	...	2	...	...	158	563
Salem, Ohio.....	2	5	24	35	...	...	...	...	...	2	...	...	...	...
Salem, Oreg.....	2	8	89	147	1	...	...	...	...	...	...	...	...	...
Salina, Kans.....	2	7	10	35	...	...	...	...	...	...	...	...	...	...
Salisbury, N. C.....	3	3	342	102	...	...	...	...	...	...	...	...	...	...
Salt Lake City, Utah.....	1	8	275	379	6	1	...	...	...	...	3	2	15	...
San Antonio, Tex.....	2	7	255	363	5	...	...	...	2	1	...	...	...	...
Sandusky, Ohio.....	2	5	101	119	2	...	...	...	...	2	...	...	...	...
Saratoga Springs, N. Y.....	2	2	106	140	...	...	...	...	...	...	...	...	...	...
San Francisco, Cal.....	1	8	2,698	3,730	122	...	2	5	...	39	2	16	185	110
San José, Cal.....	2	8	16	20	...	...	...	...	...	...	...	...	8	...
Santa Fé, N. Mex.....	2	7	62	211	6	...	1	7	...	...	...	...	...	...
Schenectady, N. Y.....	2	2	135	177	...	...	...	...	...	...	...	...	...	...
Scranton, Pa.....	2	2	49	110	11	...	...	...	...	...	...	...	...	...
Seattle, Wash.....	2	8	8	22	...	...	...	...	...	...	...	...	...	...
Sedalia, Mo.....	2	7	124	174	3	1	...	...	...	...	...	...	...	...
Selma, Ala.....	2	4	46	76	...	...	...	...	...	...	...	...	...	...
Seneca Falls, N. Y.....	2	2	30	39	1	...	...	...	...	...	...	...	...	...
Sharon, Pa.....	2	2	8	9	2	...	...	...	...	...	...	...	...	...
Sheboygan, Wis.....	2	6	12	21	...	...	...	...	...	...	...	...	...	...
Sherman, Tex.....	2	7	140	336	...	...	...	...	...	...	...	...	...	...
Shreveport, La.....	2	4	144	324	...	...	...	...	...	...	...	...	...	...
Sing Sing, N. Y.....	2	2	9	11	...	...	...	...	...	...	...	...	...	...
Sioux City, Iowa.....	2	6	138	344	9	6	1	...	...	1	1	...	48	...
Sioux Falls, Dak.....	2	6	16	24	...	...	...	...	...	...	...	...	...	...
South Bend, Ind.....	2	5	79	123	2	1	...	...	...	3	1	...	...	...
South Norwalk, Conn.....	2	1	1	1	...	...	...	...	...	...	...	...	...	...
South Pueblo, Colo.....	2	7	327	536	5	4	...	4	...	1	...	...	...	...
Springfield, Ill.....	2	6	695	1,405	25	3	...	1	...	...	...	...	...	...
Springfield, Mass.....	1	1	64	219	5	...	...	2	...	1	1	6	203	455
Springfield, Mo.....	2	7	169	327	2	4	1	3	1	...	...	...	...	...
Springfield, Ohio.....	1	5	165	399	1	...	2	...	...	1	...	...	...	...
Stamford, Conn.....	2	1	6	22	1	...	...	...	...	...	...	...	...	...
Statesville, N. C.....	3	3	8	13	...	...	...	...	...	...	...	...	...	...
Staunton, Va.....	2	3	536	1,064	5	1	1	...	...	...	...	...	...	...
Steubenville, Ohio.....	2	5	0	0	...	...	...	...	...	...	...	...	...	...
Sterling, Ill.....	2	6	5	8	1	...	...	...	...	...	...	...	168	...
Stillwater, Minn.....	2	6	184	365	...	...	...	1	...	1	...	...	...	...
Stockton, Cal.....	2	8	51	86	2	...	...	...	...	...	...	...	...	...
Streator, Ill.....	2	6	109	185	2	...	...	...	...	1	...	...	...	12
Suffolk, Va.....	3	3	22	34	...	...	...	...	...	...	...	...	...	...
Syracuse, N. Y.....	1	2	526	963	3	...	...	...	...	...	...	...	...	...
Taunton, Mass.....	2	1	64	78	...	...	...	...	...	...	...	...	2	1
Terre Haute, Ind.....	2	5	40	61	2	...	...	1	...	...	1	...	...	...
Tiffin, Ohio.....	2	5	32	46	...	...	...	...	...	...	1	...	...	...
Titusville, Pa.....	2	2	87	131	...	...	...	1	...	...	...	...	...	...
Toledo, Ohio.....	1	5	515	1,185	14	...	...	...	...	1	3	...	...	...
Tombstone, Ariz.....	2	8	8	20	...	...	...	...	...	...	...	...	24	...
Topeka, Kans.....	1	7	721	1,640	8	5	3	5	...	...	26	...	8	162
Towanda, Pa.....	2	2	10	14	...	...	...	...	...	...	1	...	...	11
Traverse City, Mich.....	3	9	13	24	...	...	...	...	...	...	...	...	...	...
Trenton, N. J.....	1	2	257	489	...	...	...	...	...	...	2	...	...	...
Troy, N. Y.....	1	2	689	1,088	12	...	...	...	...	...	7	2	93	16
Troy, Ohio.....	2	5	68	136	...	...	...	...	...	...	4	...	...	...
Tucson, Ariz.....	2	8	12	44	...	...	...	...	...	...	...	...	...	...
University of Virginia.....	3	3	14	21	...	...	...	...	...	...	...	...	...	...
Urbana, Ohio.....	2	5	25	65	...	...	...	...	...	...	...	...	...	...
Utica, N. Y.....	1	2	120	182	...	...	...	...	...	...	4	...	15	71
Valparaiso, Ind.....	2	5	86	163	...	...	...	...	...	1	...	...	...	...
Vicksburgh, Miss.....	2	4	45	69	3	...	...	...	...	...	2	...	...	...
Vincennes, Ind.....	2	5	112	160	3	...	...	...	2	...	...	...	...	...
Virginia City, Nev.....	2	8	41	58	...	...	...	...	...	...	...	...	...	...
Waco, Tex.....	2	7	32	112	...	...	...	...	...	...	...	...	...	...
Walla Walla, Wash.....	2	8	57	70	...	...	...	...	...	...	...	...	...	...
Warren, Ohio.....	2	5	32	50	...	...	...	...	...	1	...	...	...	...
Warren, Pa.....	2	2	16	182	...	...	...	...	...	...	...	...	...	...
Washington C. H., Ohio.....	2	5	2	5	...	...	...	...	...	1	...	...	...	...

TABLE Gg.—Errors in the distribution and forwarding of mails by post-offices, &c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips re-turned.	No. of errors on incorrect slips.	Missent.					Misdirected.			Errors checked—	
					No. of letter packages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter packages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Washington, D. C.	1	3	5,919	9,777	46	4	22			66	2	2	227	40
Washington, N. J.	1	2	199	572						13				
Washington, Pa.	2	2	1	1										
Waterbury, Conn.	2	1	11	38						1	1			
Waterloo, Iowa	2	6	66	98		1						1		
Watertown, N. Y.	2	2	85	165	5					1	1			
Watertown, Wis.	2	6										1		
Waterville, Me.	2	1	7	7									4	2
Waukesha, Wis.	2	6	28	61	1									
Wausau, Wis.	2	6	0	0										128
Waverly, N. Y.	2	2	2	3										
Waynesborough, Va.	4	3	45	103										
Wellsborough, W. Va.	3	3	115	485										
West Bay City, Mich.	3	9	2	12									8	
West Chester, Pa.	2	2	2	4										
Westfield, Mass.	2	1	43	45	1					2		1	132	27
West Gardiner, Me.	2	1	0	0										
West Grove, Pa.	2	2	0	0										
Westerly, R. I.	2	1	0	0										
Weston, W. Va.	3	3	8	11	1									
Wheeling, W. Va.	1	3	237	518	12	1				2		2		
White Sulph. Sp'gs, W. Va.	4	3	5	5										
Wilkes Barre, Pa.	2	2	8	16										
Williamsport, Pa.	2	2	40	48	2						2			
Willimantic, Conn.	2	1			1									
Wilmington, Del.	1	2	224	336	10							1	3	1
Wilmington, N. C.	2	3	70	135										
Winchester, Kans.	2	7	30	64		4								
Winchester, Va.	2	3	18	34	1									
Winona, Minn.	2	6	53	81								1	1	1
Winfield, Kans.	2	7	17	31										
Woodbury, N. J.	2	2	3	2									6	13
Woonsocket, R. I.	2	1	10	11										
Wooster, Ohio	2	5	21	38										
Worcester, Mass.	1	1	458	1						2		1	112	115
Wyandotte, Kans.	2	7	194	340	6									
Xenia, Ohio	2	5	13	16	1									
Yonkers, N. Y.	2	2	28	60										
York, Pa.	2	2	86	202						1				
Youngstown, Ohio	2	5	98	143	8					6				
Ypsilanti, Mich.	2	9	2	45										
Zanesville, Ohio	2	5	568	1,108	7					2				
All other offices	1		5,610	10,135	71	20		27		22	63	4	1,023	3,188
Do	2		4,322	10,037	90	8	1			17	72	17	498	540
Do	3		492	1,097										
Do	4		1,633	3,225	5	1	1		1		10	2		
Do	5		2,758	5,352	45	5	8			20	21			
Do	6		7,162	15,365	372	52	131		2	155	63	12	11,340	1,332
Do	7		3,409	7,139	166	103	12		151	118	12	2		
Do	8		3,351	6,036	81	10	50			7	21	1	125	55
Do	9		1,538	2,793	6	18			1	6	2	4	3,384	161

TABLE G^s.—Table of errors in the distributing and forwarding of mails by post-offices during the fiscal year ended June 30, 1884.

RECAPITULATION.

Division.	Incorrect slips.	Errors on incorrect slips.	Missent.				Misdirected.			Errors checked.	
			Letter packages.	Pouches.	Sacks.	Registered packages.	Letter packages.	Pouches.	Sacks.	Against railway postal clerks.	Against post offices.
First	25,094	45,570	332	44	12	66	172	99	42	5,441	10,652
Second	73,060	303,903	734	14	10	44	530	63	223	2,517	11,611
Third	15,598	33,294	127	11	30	(*)	79	11	10	22,740	(*)
Fourth	10,483	19,469	225	11	7	31	56	17	39	(*)	(*)
Fifth	38,313	56,646	752	38	19	44	593	68	97	(*)	(*)
Sixth	46,932	82,715	835	95	7	44	455	121	77	16,820	2,600
Seventh	84,180	189,264	2,090	742	666	295	185	17	34	1,117	(*)
Eighth	8,822	13,932	242	13	4	59	58	30	20	541	165
Ninth	7,290	12,341	136	39	3	7	67	12	14	7,561	415
Total	309,772	757,134	5,473	1,007	758	590	2,195	438	556	.....	.....

* Not reported.

TABLE H^b.—Statement of case examinations of permanent railway postal clerks for the fiscal year ended June 30, 1884.

Division.	Examinations.	Cards handled.	Cards correct.	Cards incorrect.	Cards not known.	Average per cent. correct.	Highest individual per cent. correct.	Lowest individual per cent. correct.
First	238	140,429	138,488	1,935	6	98.61	100.00	87.00
Second	802	1,559,617	811,485	130,097	618,035	52.03	100.00	2.31
Third	212	189,504	165,299	13,226	10,979	87.22	100.00	4.37
Fourth	565	326,252	307,577	14,945	3,730	94.27	100.00	24.01
Fifth	911	922,503	837,026	55,392	30,085	90.73	100.00	36.71
Sixth	564	693,239	651,785	23,311	18,143	94.02	100.00	22.50
Seventh	890	563,003	516,293	31,862	14,848	91.70	100.00	11.78
Eighth	408	169,412	165,827	3,124	461	97.70	100.00	80.49
Ninth	313	464,533	333,510	92,830	38,193	71.79	100.00	1.58
Total	4,903	5,028,492	3,927,290	366,722	734,480	78.10	100.00	2.31

TABLE II.—Statement of case examinations of railway post-office clerks during probation for the fiscal year ended June 30, 1884.

Division.	Probationary appointments.	Examinations.	Cards handled.	Cards correct.	Cards incorrect.	Cards not known.	Average per cent. correct.	Probationers who received permanent appointment.	Average per cent. correct during probation made by those permanently appointed.	Dropped during probation, including those permitted to resign.	Percentage of probationary appointees who failed to pass final examinations.	Average per cent. cards correct of those dropped.	Highest individual per cent. correct.	Lowest individual per cent. correct.	Per cent. correct required for permanent appointment.
First.....	38	81	51,118	48,457	2,624	37	94.79	29	95.20	9	23.68	89.61	100.00	83.66	90.00
Second.....	241	604	850,239	332,360	43,184	474,695	39.09	95	40.07	69	28.63	35.06	100.00	0.87	90.00
Third.....	50	110	90,875	67,701	12,687	10,487	74.40	16	83.81	13	56.00	53.07	99.34	7.93	(*)
Fourth.....	100	179	100,680	86,873	4,805	9,002	86.26	29	92.13	18	18.00	71.50	99.84	33.97	90.00
Fifth.....	231	971	1,072,270	846,199	131,809	94,262	78.92	169	88.19	116	50.21	56.79	100.00	7.03	90.00
Sixth.....	238	459	402,409	347,408	27,052	27,949	86.92	143	86.32	64	30.91	71.04	100.00	8.00	90.00
Seventh.....	177	426	287,106	220,805	29,299	37,002	76.90	89	88.44	51	52.77	51.09	100.00	9.07	90.00
Eighth.....	33	192	80,992	74,912	4,477	1,603	92.49	28	94.05	12	36.36	81.40	99.58	33.49	90.00
Ninth.....	210	441	536,416	314,563	173,208	48,645	58.64	65	64.46	67	30.47	43.33	99.74	31.00	90.00
Total.....	1,318	3,463	3,472,105	2,339,278	429,145	703,682	67.37	663	.....	419	31.78	.....	100.00	0.87	.....

* Not reported.

TABLE K^k.—Statement, by divisions, of average daily miles run.

FIRST DIVISION.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Alton Bay and Dover.....	28.42	113.68	1	113.68	12	
Athol and Springfield.....	48.34	96.68	1	96.68	6	
Augusta and Portland.....	63.39	206.00	1	110.92	6	This clerk runs in connection with Skowhegan-Portland clerks.
Bangor and Boston	245.90	983.60	8	122.95	13	Four short stops, between Boston and Portland; average daily miles 108.80.
Bangor and Boston (short run)...	57.78	115.56	2	77.04	6	
Bangor and Bucksport.....	19.24	76.96	1	76.96	12	
Bath and Lewiston	28.47	113.88	1	113.88	12	
Belfast and Burnham.....	33.95	135.80	1	135.80	12	
Blanchard and Old Town	64.03	128.06	1	128.06	6	
Boston and Albany	203.25	813.00	8	101.62	12½	
Boston and Albany (short run)...	99.44	198.88	2	99.44	6	Two short stops; daily average, 99.44.
Boston, Clinton and Fitchburgh.	59.48	118.96	1	118.96	6	
Boston and Greenville	60.33	120.66	1	120.66	6	
Boston and Hopewell Junction ..	215.23	430.46	4	107.61	6	Three helpers on this line and Boston and Hopewell Junction, short run; daily average, 100.02 miles
Boston and Hopewell Junction (short run).	118.30	236.60	2	118.30	6	
Boston, Nashua and Keene	96.22	192.44	2	96.22	6	
Boston and New York (short run).	135.73	271.46	4	105.48	6	Four short stops; daily average, 116.83 miles.
Boston and Providence	45.06	180.24	2	90.12	12	
Boston, Providence and New York	233.07	466.14	4	116.53	7	
Boston, Springfield and New York	235.17	1,411.02	12	117.58	20	
Boston and Troy.....	191.04	764.16	8	95.52	12	One short stop; daily average, 95.76 miles.
Boston and Wellfleet	106.56	426.24	4	106.56	12	One short stop; daily average, 92.06 miles.
Brattleborough and Palmer.....	56.33	112.66	1	112.66	6	
Cambridge Junction and Burlington.	34.47	68.94	1	68.94	6	
Canton and Mechanic's Falls	27.79	55.58	1	55.58	6	
Concord and Claremont.....	55.05	110.10	1	110.10	6	
Danbury and South Norwalk....	23.61	94.44	1	94.44	12	
Essex Junction and Boston	241.86	483.72	4	120.93	6	
Farmington and Lewiston.....	47.12	167.38	2	83.69	6	These clerks run from Lewiston to Portland, and return with Skowhegan and Portland clerks.
Hartford and State Line.....	67.93	271.72	2	135.86	12	
Hartford and Saybrook	43.68	173.22	2	87.36	12	One of these clerks signs at the depot at Saybrook; daily average, 85.86 miles.
Keene and Springfield	74.51	149.02	1	149.02	6	
Lancaster and Boston.....	208.63	417.26	4	104.31	6	
Litchfield and Bethel.....	39.03	78.06	1	78.06	6	
Lowell and Ayer	16.98	67.92	1	67.92	12	
Lowell and Taunton	62.01	248.04	2	124.02	12	
Manchester and Peterborough ..	63.37	126.74	1	126.74	6	
Nashua and Worcester	46.76	93.52	1	93.52	6	
Newburyport and Boston	40.63	162.52	2	81.26	12	
New Haven and New York.....	77.05	154.10	1	154.10	6	
New London and New Haven....	51.81	207.24	2	103.62	12	
Newport and Springfield	229.60	459.20	4	114.80	6	
North Adams and Pittsfield	21.43	85.72	1	85.72	12	
North Anson and Lewiston.....	67.85	135.70	1	135.70	6	
North Conway and Portsmouth..	82.09	164.18	2	82.09	6	
Palmer and New London	65.30	130.60	1	130.60	6	
Peterborough and Worcester	53.80	107.60	1	107.60	6	
Pittsfield and Bridgeport	110.49	441.96	4	110.49	12	
Pittsfield and Lawrence	56.55	113.10	1	113.10	6	
Plymouth and Concord	51.40	102.80	1	102.80	6	

TABLE K^k.—Statement, by divisions, of average daily miles run—Continued.

FIRST DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Portland and Boston.....	116.70	466.80	4	116.70	12	{ ¹ One short stop; daily average, 94.50 miles.
Portland and Fryeburgh.....	50.37	100.74	1	100.74	6	
Portland and Gorham.....	92.16	184.32	1	184.32	6	
Portland and Island Pond ¹	149.78	299.56	3	99.84	6	
Portland and Rochester	52.74	105.48	1	105.48	3	{ One short stop; daily average, 95.50 miles.
Portland and Swanton.....	232.90	465.80	4	116.45	6	
Portland and Worcester	147.34	294.68	3	98.22	6	These clerks perform the service of the Augusta and Portland R. P. O.
Portsmouth and Concord	59.25	118.50	1	118.50	6	
Portsmouth and Manchester.....	41.52	83.04	1	83.04	6	
Providence and New London	65.24	260.96	2	130.48	12	
Providence and Pascoag.....	23.75	95.00	1	95.00	12	
Providence and Willimantic.....	59.04	118.08	1	118.08	6	
Richford and Concord	190.17	380.34	4	95.08	6	
Richford and Saint Albans	28.91	57.82	1	57.82	6	
Rockland and Brunswick	58.78	235.12	2	117.56	12	
Rutland and Hoosac Junction ...	59.64	119.28	1	119.28	6	
Skowhegan and Portland	103.00	206.00	2	110.92	6	
South Londonderry and Brattleborough.	36.47	72.94	1	72.94	6	
Springfield and Hartford	32.29	129.16	1	129.16	12	
Saint Albans and Boston	265.40	1,061.60	8	132.70	12	
Saint Albans and Hoosac Junction.	159.36	318.72	3	106.24	6	
Vanceborough and Bangor.....	114.44	457.76	4	114.44	12	One clerk as helper; daily average, 124.39 miles.
Wells River and Montpelier....	38.64	77.28	1	77.28	6	
West Winsted and Bridgeport...	62.22	248.88	2	124.44	12	
White River Junc. and Springfield.	124.39	248.78	2	124.39	6	
Williamsburgh and New Haven.	85.59	342.36	3	114.12	12	
Willimantic and New Haven	54.69	109.38	1	109.38	6	
Winchendon and Palmer	49.94	99.88	1	99.88	6	
Winchendon and Worcester	38.05	76.10	1	76.10	6	
Worcester and Norwich	59.72	119.44	1	119.44	6	
Worcester and Providence.....	44.14	176.56	2	88.28	12	
Total	7,102.16	19,713.88	182	108.31		

SECOND DIVISION.

Addison and Gaines	41.48	82.96	1	82.96	6	{ Sundays not included.
Albany and Binghamton.....	143.21	286.42	3	95.47	6	
Albany and New York	145.35	581.40	4	145.35	12	
Albany and Rochester.....	252.00	504.00	4	126.00	6	
Albany, Kingston, and New York	146.27	292.54	2	146.27	6	
Allentown and Harrisburgh.....	91.66	183.32	2	91.60	6	
Allentown and Pawling.....	43.82	87.64	1	87.64	6	
Attica and Cuba	59.37	118.74	1	118.74	6	
Auburn and Freeville.....	40.31	80.62	1	80.62	6	
Babylon and New York.....	37.40	75.80	1	75.80	6	
Batavia and Buffalo.....	47.39	94.78	1	94.78	6	
Belvidere and Philadelphia.....	102.54	205.08	1	205.08	6	
Bennington and Chatham.....	57.79	115.58	1	115.58	6	
Berlin and Salisbury	23.86	47.72	1	47.72	6	
Bethlehem and Philadelphia.....	57.60	230.40	2	115.20	12	
Binghamton and New York.....	209.20	418.40	3	139.46	1	
Boston Corners and Poughkeepsie	38.06	76.12	1	76.12	6	{ Including short run, Newton to Waterloo (12.68 miles) and return = 69.40 miles total daily run.
Branch Junction and Pittsburgh.	70.86	141.72	1	141.72	6	
Branchville and Waterloo	{ 12.68 22.02 }	{ 69.40 }	1	69.40	9.45	

TABLE K^k.—Statement, by divisions, of average daily miles run—Continued.

SECOND DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.	
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>			
Brewster and New York.....	62.19	124.38	1	124.38	6	Alternates with Dunkirk and Titusville R. P. O.	
Buffalo and Emporium.....	121.55	243.10	2	121.55	6		
Buffalo and Jamestown.....	68.79	137.58	1	106.80	6		
Buffalo and Pittsburgh.....	273.10	546.20	4	136.55	6		
Buffalo and West.....	49.56	99.12	1	99.12	6		
Butler and Freeport.....	21.46	85.84	1	85.84	12	Alternates with Elmira and Williamsport R. P. O.	
Canandaigua and Batavia.....	50.17	100.34	1	100.34	6		
Canandaigua and Elmira.....	69.17	138.34	1	99.53	6		
Canastota and Elmira.....	118.76	237.52	2	118.76	6		
Carbondale and Scranton.....	17.46	104.76	1	104.76	6		
Cayuga and Ithaca.....	39.11	78.22	1	78.22	6		
Chambersburgh and Richmond Furnace.	31.35	62.70	1	62.70	6		
Chatham and New York.....	130.44	521.76	5	104.35	12		
Clayton and Chestertown.....	32.71	65.42	1	65.42	6		
Clayton and Easton.....	44.52	89.04	1	89.04	6		
Columbia and Perryville.....	43.88	87.76	1	87.76	6	Alternates with Geneva and Wellsborough R. P. O.	
Corning and Williamsport.....	113.89	227.78	1	140.93	6		
Curwinsville and Tyrone.....	47.45	94.90	1	94.90	6		
Dansville and Buffalo.....	95.98	191.96	1	127.40	6		
Driftwood and Red Bank Furnace	109.98	219.96	2	109.98	6		
Dunkirk and Titusville.....	91.41	182.82	2	106.80	6	Alternate with Buffalo and Jamestown R. P. O.	
Easton and Hazleton.....	{ 45.53 } 69.18	367.78	4	91.94	{ 6 } 12		{ Short run, Easton to Mauch Chunk.
Elmira and Blossburgh.....	52.41				104.82	1		104.82	6
Elmira and Wilkes Barre.....	124.13	248.26	1	248.26	6	Short run, New York and Elmira R. P. O.	
Elmira and Williamsport.....	79.13	158.26	2	99.53	6		
Erie and Pittsburgh.....	148.00	296.00	3	98.66	6	{ Short run, Auburn to Sayre.	
Fair Haven and Sayre.....	{ 87.34 } 117.50	409.68	3	136.56	6		Alternate with Corning and Williamsport R. P. O.
Geneva and Wellsborough.....	97.51							195.02	2	140.93	6
Georgetown and Franklin City ..	56.26	112.52	1	112.52	6	Runs to Olean (17 miles) and return.	
Glyndon and Gettysburgh.....	51.42	205.68	2	102.84	12		
Greenport and New York.....	98.60	197.20	2	98.60	6		
Greenville and Butler.....	58.27	116.54	1	116.54	6		
Greenwood Lake and New York.	50.06	100.12	1	100.12	6		
Greycourt and Belvidere.....	63.36	126.72	1	126.72	6		
Harrington and Lewes.....	40.79	81.58	1	81.58	6		
Harrisburgh and Baltimore.....	86.22	172.44	2	86.22	6		
Harrisburgh and Martinsburgh..	94.79	379.16	3	126.39	12		
Hazleton and Sunbury.....	52.67	105.34	1	105.34	6		
Hightstown and Philadelphia ...	52.17	104.34	1	104.34	6		
Hornellsville and Buffalo.....	91.69	183.38	2	91.69	6		
Huntingdon and Cumberland....	90.69	181.38	2	90.69	6		
Indiana and Branch Junction....	19.20	76.80	1	76.80	12		
Irvine and Oil City.....	50.31	100.62	1	100.62	6		
Ithaca and Owego.....	35.00	70.00	1	70.00	6		
Johnstown and Rockwood.....	45.71	91.42	1	91.42	6		
Kane and Callery.....	126.85	253.70	2	126.85	6		
Kingston and Goshen.....	44.23	88.46	1	88.46	6		
Lancaster and Frederick.....	81.67	163.34	2	81.67	6		
Larabee and Clermont.....	22.33	78.66	1	78.66	6		
Lock Haven and Harrisburgh....	118.63	237.26	2	118.63	6		
Lock Haven and Tyrone.....	55.06	110.12	1	110.12	6		
Lyons and Sayre.....	92.22	184.44	2	92.22	6		

TABLE K^k.—Statement, by divisions, of average daily miles run—Continued.

SECOND DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Meadville and Oil City.....	36.67	73.34	1	73.34	6	Alternates with Port Jervis and N. Y. R. P. O.
Middletown and New York.....	89.78	179.56	2	119.23	6	
Millerton and Dutchess Junction.	57.97	115.94	1	115.94	6	Distance given to Sea Girt.
Monmouth Junction and Manasquan.	33.18	66.36	1	66.36	6	
Montandon and Spring Mills.....	45.39	90.78	1	90.78	6	Double daily service between New York and Hornellsville, 332.63 miles.
Montrose and Tunkhannock.....	29.16	58.32	1	58.32	6	
New Castle and Pittsburgh.....	61.20	122.40	1	122.40	6	
New York and Dunkirk.....	461.38	1,588.02	10	158.80	11.32	
New York and Elmira.....	303.58	607.16	4	151.79	6	
New York and Philadelphia.....	91.82	367.28	3	122.42	12	Part of New York and Pittsburgh R. P. O. Altoona and Harrisburg and Altoona and Pittsburgh not included.
New York and Pittsburgh.....	443.20	*2,659.20	18	*147.73	20.50	
New York and Point Pleasant...	60.64	363.84	3	121.28	18	Including Watertown and Utica, short run, 91.93 miles=453.42 miles total run.
New York and Washington.....	227.90	*1,367.40	12	*113.95	20	
New York, Dover and Easton...	86.30	172.60	2	86.30	6	
New York and Hackettstown....	62.79	125.58	1	125.58	6	
New York, Somerville and Easton.	75.09	300.36	3	100.12	12	
Nineveh and Carbondale.....	57.38	114.76	1	114.76	6	
North Creek and Saratoga.....	58.25	116.50	1	116.50	6	
Northville and Fonda.....	26.79	107.16	1	107.16	12	
Norwood and Rome.....	146.92	293.84	2	146.92	6	
Nyack and New York.....	30.35	121.40	1	121.40	12	
Ogdensburgh and Utica.....	{ 91.93 } { 134.78 }	453.42	3	151.14	10.10	
Oneida and New York.....	275.40	550.80	4	137.70	6	Part of New York and Pittsburgh R. P. O.
Oswego and Binghamton.....	115.30	461.20	3	153.73	12	
Oswego and Oneida.....	58.33	116.66	1	116.66	6	
Penn Haven and Mount Carmel..	47.25	94.50	1	94.50	6	
Philadelphia and Atlantic City..	60.76	243.04	2	121.52	12	
Philadelphia and Baltimore.....	98.04	196.08	2	98.04	6	
Philadelphia and Bridgeton.....	39.60	158.40	2	79.20	12	
Philadelphia and Cape May.....	83.60	334.40	2	167.20	12	
Philadelphia and Crisfield.....	162.75	325.50	3	108.50	6	
Philadelphia and Dover.....	75.22	150.44	1	150.44	6	
Philadelphia and Harrisburgh...	106.55	426.20	4	106.55	12	
Philadelphia and Port Deposit...	68.80	275.20	2	137.60	12	Double daily service between Port Jefferson and Westbury, 36 miles=144; single daily service, Westbury to Long Island City, 44; total, 188.
Philadelphia and West Chester..	28.50	114.00	1	114.00	12	
Pittsburgh and Fairchance.....	75.84	151.68	1	151.68	6	
Pittsburgh and Washington.....	31.62	126.48	1	126.48	12	
Pittsburgh and West Brownsville.	54.34	108.68	1	108.68	6	
Pittsburgh and Wheeling.....	70.66	141.32	1	141.32	6	Double daily service between Port Jefferson and Westbury, 36 miles=144; single daily service, Westbury to Long Island City, 44; total, 188.
Port Jefferson and Long Island City.	58.00	188.00	1	188.00	9.72	
Port Jervis and New York.....	89.07	178.14	1	119.23	6	Part of New York and Dunkirk R. P. O.; alternates with Middletown and New York R. P. O.
Pottsville and Philadelphia.....	94.13	564.78	4	141.19	18	Double daily service between Pottsville and Shamokin, 57.64 miles.
Pottsville, Tamaqua, and Herndon.	78.74	272.76	2	136.38	10.39	
Reading and Columbia.....	45.78	91.56	1	91.56	6	
Reading and Wilmington.....	74.07	148.14	1	148.14	6	

* Sundays not included.

TABLE K^k.—Statement, by divisions, of average daily miles run—Continued.

SECOND DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Red Bank and Bridgeton	95.20	190.40	1	190.40	6	
Richland and Niagara Falls	{ 151.20 181.65 }	665.70	4	166.42	11	{ Including Oswego and Suspension Bridge, short run, 151.20 miles and return = 665.70 total run.
Richland and Syracuse	42.33	84.66	1	84.66	6	
Rochester and Corning	95.13	190.26	2	127.40	6	Alternates with Dans- ville and Buffalo R. P. O.
Rochester and Niagara Falls	74.89	149.78	2	74.89	6	
Rochester and Olean	106.53	213.06	2	106.53	6	
Rochester and Punxsutawney	228.32	456.64	4	114.16	6	
Rockaway and High Bridge	30.57	61.14	1	61.14	6	
Rondout and Stamford	74.32	148.64	2	*93.00	6	
Rouse's Point and Albany	†216.53	433.04	4	108.26	6	
Rutland and Troy	94.26	188.52	2	94.26	6	
Sag Harbor and New York	100.75	201.50	2	100.75	6	
Saint Albans and Ogdensburgh	143.05	286.10	2	143.05	6	
Scranton and Northumberland	80.48	160.96	2	80.48	6	
Seaford and Cambridge	33.64	67.28	1	67.28	6	
Sheffield and Erie	79.59	159.18	1	159.18	6	Williamsport and Erie R. P. O.; short run.
Slatington and Reading	43.63	87.26	1	87.26	6	
Sodus Point and Stanley	33.74	67.48	1	67.48	6	
South Amboy and Philadelphia	62.92	251.68	2	125.84	6	
State Line and Rhinecliff	41.16	82.32	1	82.32	6	
Stoneborough and New Castle	36.49	72.98	1	72.98	6	
Stony Point and New York	42.88	85.76	1	85.76	6	
Sunbury and Lewistown	51.08	102.16	1	102.16	6	
Suspension Bridge and Buffalo	24.35	97.40	1	97.40	12	In charge of registered pouches.
Syracuse and Earlville	43.66	87.32	1	87.32	6	
Syracuse and Rochester	104.71	209.42	2	104.71	6	
Towanda and Bernice	29.21	58.42	1	58.42	6	
Tower City and Lebanon	42.26	84.52	1	84.52	6	
Townsend and Centreville	35.21	70.42	1	70.42	6	
Two Bridges and Stroudsburgh	47.90	95.80	1	95.80	6	
Utica and Binghamton	95.70	191.40	2	105.76	6	Alternates with Utica and Randallsville R. P. O.
Utica and Randallsville	31.47	125.88	1	105.76	12	Alternates with Utica and Binghamton R. P. O.
Wellsville and Bradford	56.65	113.30	1	113.30	6	
Whiting and Tuckerton	29.59	118.36	1	118.36	12	
Williamsport and Baltimore	179.83	359.66	3	119.89	6	
Williamsport and Erie	249.68	499.36	4	124.84	6	See Sheffield and Erie, short run.
Williamsport and Reading	141.37	282.74	2	141.37	6	
Wilmington and Landenburgh	20.38	40.76	1	40.76	6	
York and Peach Bottom	40.83	81.66	1	81.66	6	
Total	13,591.49	34,558.44	299	115.59		

THIRD DIVISION.

Alexandria and Round Hill	50.61	101.22	1	101.22	6	
Alexandria and Strasburgh	88.49	176.98	2	88.49	6	
Annapolis and Annapolis Junction.	21.09	42.18	1	42.18	6	
Baltimore and Bristol	477.57	955.14	8	119.39	7	
Baltimore and Grafton	293.75	1,762.50	12	146.88	21	
Baltimore and Lexington	244.53	489.06	4	122.46	6	
Baltimore and Washington	43.37	86.74	1	86.74	6	
Baltimore and Williamsport	94.12	188.24	2	94.12	6	

* 3 months in the year clerks perform double daily service.

† This line is in two (2) divisions—Rouse's Point and Whitehall, 114.54 miles, and Albany and Rutland, 101.98.

TABLE K^k.—*Statement, by divisions, of average daily miles run—Continued.*

THIRD DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Bowie and Pope's Creek	49.14	98.28	1	98.28	6	
Bristol and Chattanooga	242.21	968.84	8	121.10	14	
Charlotte and Shelby	55.42	110.84	1	110.84	6	
Clarksburgh and Weston	26.05	52.10	1	52.10	6	
Clifton Forge and Huntington ...	227.39	454.78	4	113.69	7	
Cranberry and Johnson City	34.11	68.22	1	68.22	6	
Cumberland and Piedmont	33.73	134.92	1	134.92	12	
Cumberland and Pittsburgh	150.73	301.46	3	100.49	6	
Delta and Baltimore	47.50	95.00	1	95.00	6	
Elba and Rocky Mount	37.26	74.52	1	74.52	6	
Fredericksburgh and Orange C. H.	38.70	77.40	1	77.40	6	
Goldsborough and Greensbor- ough.	130.01	260.02	2	130.01	7	
Goldsborough and Morehead City.	96.19	182.38	2	96.19	6	
Grafton and Parkersburgh	104.54	209.08	2	104.54	6	
Grafton and Wheeling	99.44	198.88	2	99.44	7	
Greensborough and Winston	29.10	116.40	1	116.40	13	
Hagerstown and Weverton	24.52	98.08	1	98.08	12	
Lovely Mount and Pocahontas ...	171.94	343.88	2	171.94	7	Clerks run to Lynch- burgh, Va.
Lynchburgh and Bristol	204.48	408.96	4	102.24	7	
Norfolk and Edenton	75.25	150.50	2	75.25	6	
Norfolk and Lynchburgh	205.21	410.42	4	102.60	7	
Norfolk and Raleigh	179.00	358.00	3	179.00	6	
Norfolk, Newport News, and Richmond.	91.32	182.64	1	182.64	6	
Ore Hill and Fayetteville	46.96	93.92	1	93.92	6	
Point Pleasant and Charleston ...	57.96	115.92	1	115.92	6	
Raleigh and Hamlet	97.57	195.14	2	97.57	6	
Richmond, Lynchburgh, and Clifton Forge.	230.54	461.08	4	115.27	6	
Richmond and Clifton Forge	193.47	842.46	8	105.60	12	
Richmond and Danville	141.08	282.16	2	141.08	7	
Richmond and Wilmington	246.17	984.68	8	123.08	14	
Rogersville and Bull's Gap	16.27	32.54	1	32.54	6	
Salisbury and Warm Springs	182.02	364.04	3	121.31	6	
Statesville and Charlotte	45.14	90.28	1	90.28	6	
Warm Springs and Knoxville	91.39	182.78	2	91.39	7	
Washington and Charlotte	382.04	1,528.16	12	127.34	14	
Washington and Richmond	116.93	701.58	10	116.93	18	
Wilmington and Charlotte	188.40	376.80	3	125.60	6	
West Point and Richmond	39.07	78.14	1	78.14	6	
Total	5,741.78	15,519.34	139	111.65		

FOURTH DIVISION.

Albany and Thomasville	58.92	117.84	1	117.84	6
Athens and Union Point	40.48	80.96	1	80.96	6
Atlanta and Birmingham	167.38	334.76	2	167.38	7
Atlanta and Macon	103.81	207.72	2	103.81	6
Atlanta and Montgomery	175.68	702.72	5	140.54	14
Atlanta and Savannah	294.08	588.16	4	147.04	7
Augusta and Atlanta	171.59	686.36	6	114.39	14
Augusta and Millen	53.51	107.02	1	107.02	6
Augusta and Port Royal	112.52	225.04	2	112.52	7
Brunswick and Albany	171.73	242.46	2	171.73	6
Cairo and New Orleans	552.52	1,105.04	9	122.78	7
Cairo and West Point	260.68	521.36	4	130.34	7
Camak and Macon	78.59	157.18	1	157.18	6
Charleston and Augusta	139.22	278.44	2	139.22	6
Charleston and Jacksonville	288.88	1,155.52	8	144.44	14
Charlotte and Atlanta	268.22	1,072.88	8	134.11	14
Charlotte and Augusta	192.00	384.00	3	128.00	7
Chattanooga and Atlanta	138.55	831.30	6	138.55	21
Chattanooga and Meridian	295.71	591.42	5	118.28	7
Cleveland and Selma	264.95	529.90	4	132.47	7
Columbia and Charleston	132.77	265.54	2	132.77	7
Columbia and Walhalla	161.68	323.36	3	107.78	6
Columbus and Troy	85.70	171.40	2	85.70	7

TABLE K^k.—Statement, by divisions, of average daily miles run—Continued.

FOURTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Du Pont and Newnansville	104.10	208.20	1	145.24	7	32.22 miles of route covered by closed pouches.
Eatonton and Gordon	38.73	77.46	1	77.46	6	
Ellijay and Marietta	57.75	115.50	1	115.50	6	
Fernandina and Cedar Keys	155.22	310.44	3	103.48	6	
Flomaton and Pensacola	44.84	89.68	1	89.68	7	
Florence and Augusta	164.37	328.74	2	164.37	7	
Good Water and Opelika	60.15	120.30	1	120.30	6	
Greenville and Belton	26.27	52.54	1	52.54	6	
Greenwood and Augusta	68.52	137.04	1	137.04	6	
Griffin and Carrollton	60.37	120.74	1	120.74	6	
Hendersonville and Columbia	143.36	286.72	3	95.57	6	
Hood and Columbus	34.12	68.24	1	68.24	6	
Jackson and Natchez	99.55	199.10	2	99.55	7	
Jacksonville and Pensacola	369.02	738.04	6	123.00	7	
Lanes and Sumter	40.53	81.06	1	81.06	6	
Macon and Brunswick	190.60	381.20	3	127.06	7	
Macon and Montgomery	224.51	449.02	4	112.25	7	
Macon and Opelika	129.67	259.34	2	129.67	7	
Memphis and Grenada	101.60	203.20	2	101.60	7	
Meridian and Vicksburg	140.70	281.40	3	93.80	7	
Montgomery and New Orleans ..	321.85	1,287.40	9	143.04	14	
Montgomery and Selma	51.21	102.42	1	102.42	7	
New Orleans and Alexandria	230.24	460.48	4	115.12	7	
New Orleans and Houston	362.74	725.48	5	145.09	7	
New Orleans and Marshall	369.37	738.74	5	147.75	7	
Newton and Lancaster	108.80	217.60	2	108.80	6	
Rome and Macon	162.12	324.24	2	162.12	6	
Sanford and Tampa	115.25	230.50	2	115.25	6	
Selma and Acron Junction	71.86	143.72	1	143.72	6	
Selma and Meridian	114.28	228.56	2	114.28	7	
Selma and Pine Apple	47.79	95.58	1	95.58	6	
Smithville and Blakely	73.54	147.08	1	147.08	6	
Tallahatchie and Athens	72.76	145.52	2	72.76	6	
Toccoa and Elberton	51.45	102.90	1	102.90	6	
Vicksburgh and Laneville	147.01	294.02	2	147.01	7	
Wadesborough and Florence	66.32	132.64	1	132.64	6	
Waldo and Wildwood	76.08	152.16	1	152.16	6	
Way Cross and Chattahoochee ..	164.21	328.42	3	109.47	7	
West Point and Mobile	232.99	465.98	4	116.49	7	
Wilmington and Charleston	213.53	854.12	7	122.01	14	
Total	9,516.55	22,567.38	179	126.07		

FIFTH DIVISION.

Ashland and Richardson	50.36	100.72	1	100.72	6
Ashtabula and New Castle	81.13	162.26	2	81.13	6
Bayard and New Philadelphia	32.39	64.78	1	64.78	6
Bellaire and Zanesville	112.57	225.14	2	112.57	6
Bowling Green and Memphis	264.14	528.28	4	132.07	7
Benton Harbor and Anderson	164.97	329.94	2	164.97	6
Cambridge City and Madison	108.91	217.82	2	108.91	6
Canton and Sherrodsville	48.77	97.54	1	97.54	6
Chattanooga and Memphis	310.79	621.58	5	124.31	7
Chicago and Cincinnati	307.24	1,228.96	8	153.62	13
Chicago and Louisville	323.72	647.44	4	161.86	6
Chicago, Richmond and Cincinnati.	295.94	591.88	4	147.97	6
Cincinnati and Chattanooga	337.50	675.00	4	168.75	7
Cincinnati and Georgetown	40.48	80.96	1	80.96	6
Cincinnati, Hamilton and Indianapolis.	125.57	251.14	2	125.57	6
Cincinnati and Louisville	110.52	221.04	2	110.52	6
Cincinnati and New Richmond ..	27.80	55.60	1	55.60	6
Cincinnati and Richmond	119.35	238.78	2	119.35	6
Cincinnati and Nashville	300.14	1,200.56	8	150.07	14
Cincinnati, North Vernon and Louisville.	129.63	259.26	2	129.63	6

TABLE K^k.—Statement, by divisions, of average daily miles run—Continued.

FIFTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Cincinnati and Saint Louis.....	341.99	1,367.96	8	170.99	14	
Cleveland, Hudson and Columbus	171.33	342.66	3	114.22	6	
Cleveland and Cincinnati.....	245.44	981.76	8	122.72	14	
Cleveland and Indianapolis.....	283.00	566.00	4	141.50	7	
Cleveland and Sharpsville.....	84.50	169.00	2	84.50	6	
Cleveland, Youngstown and Pittsburgh.	135.54	271.08	3	90.36	7	
Cleveland and Pittsburgh.....	149.30	895.80	9	99.53	18	
Cleveland and Wheeling.....	168.67	337.34	4	84.33	6	
Cleveland and New Lisbon.....	91.24	182.48	2	91.24	6	
Cleveland and Coshocton.....	115.56	231.12	2	115.56	6	
Cleveland and Zoar Station.....	76.12	152.24	2	76.12	6	
Columbia and Fayetteville.....	48.55	97.10	1	97.10	6	
Columbia and Lawrenceburg.....	38.30	76.60	1	76.60	6	
Columbus and Cincinnati.....	121.61	243.22	2	121.61	6	
Columbus and Athens.....	77.47	309.88	3	103.29	12	
Columbus and Ashland.....	133.07	532.28	4	133.07	12	
Columbus, Springfield and Indianapolis.	185.66	371.32	4	92.83	6	
Columbus and Middleport.....	89.51	179.02	1	179.02	6	At present there is but one clerk on this line, who runs between Columbus and Athens, a distance of 89.51 miles, making a daily average of 179.02 miles.
Crestline and Chicago.....	280.62	561.24	4	140.31	6	
Dayton and Ironton.....	168.76	337.52	3	112.50	6	
Decherd and Fayetteville.....	40.37	80.74	1	80.74	6	
Delaware and Columbus.....	25.70	51.40	1	51.40	6	
Delphos and Saint Louis.....	378.11	756.22	6	126.03	6	In 3 sections, Delphos to Frankfort, Frankfort to Charleston, Charleston to Saint Louis.
Dresden and Cincinnati.....	185.22	370.44	3	123.48	6	Double daily service between Dresden and Washington C. H., Ohio.
	148.73	297.46	2	148.73	6	
Doyle's Station and Tullahoma ..	56.82	113.64	1	113.64	6	
Evansville and Nashville.....	157.81	315.62	3	105.21	6	
Evansville, Fort Branch and Mount Vernon.	58.68	117.36	1	117.36	6	
Fairland and Martinsville.....	38.06	76.12	1	76.12	6	
Fort Wayne and Cincinnati.....	178.46	356.92	3	118.97	6	
Grafton and Cincinnati.....	299.74	1,198.96	8	149.87	14	
Grafton and Chicago, east division.	200.25	400.50	4	100.12	6	Grafton to Newark.
Grafton and Chicago, west division.	359.75	719.50	4	179.87	6	Newark to Chicago.
Grand Rapids and Cincinnati....	309.67	619.34	4	154.83	6	
Greenup and Willard.....	35.49	70.98	1	70.98	6	
Hamden and Portsmouth.....	56.36	112.72	1	112.72	6	
Huntington and Lexington.....	140.94	281.88	2	140.94	6	
Indianapolis and Louisville.....	111.21	444.84	4	111.21	14	
Indianapolis and Madison.....	86.51	173.02	1	173.02	6	
Indianapolis and Peoria.....	212.41	424.82	4	106.20	6	
Indianapolis and Saint Louis ..	266.00	532.00	4	133.00	6	
Indianapolis and Terre Haute ...	73.16	146.32	1	146.32	6	
Indianapolis, Vandalia and Saint Louis.	241.08	482.16	4	120.54	6	
Indianapolis and Vincennes.....	116.70	233.40	2	116.70	6	
Jasper and Evansville.....	55.63	111.26	1	111.26	6	
Kent and Cincinnati.....	257.62	515.24	4	128.81	6	
Knoxville and Marysville.....	18.45	36.90	1	36.90	6	Discontinued January 1, 1884.
Lebanon and Nashville.....	31.98	63.96	1	63.96	6	
Logan and Nelsonville.....	33.25	66.50	1	66.50	6	
Logan and Pomeroy.....	84.25	337.00	3	112.33	12	
Logansport and Columbus.....	197.44	394.88	3	131.62	6	
Louisville and Knoxville.....	267.61	535.22	4	133.80	7	

TABLE K^k.—Statement, by divisions, of average daily miles run—Continued.

FIFTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Lexington and Louisville	94.49	188.98	2	94.49	6	
Louisville and Mount Vernon....	190.37	380.74	3	126.91	6	
Louisville and Nashville.....	187.60	375.20	3	125.06	6	
Louisville and Paducah	227.91	455.82	4	113.95	7	
Louisville and Bloomfield.....	58.16	116.32	1	116.32	6	
Marion and Chicago	269.64	539.28	4	134.82	6	
Maysville, Paris and Cincinnati..	129.06	258.12	2	129.06	6	
Michigan City and Indianapolis..	161.17	322.34	3	107.44	6	
Michigan City, Monon and Indianapolis.	154.17	308.34	3	102.78	6	
Muncie and Bloomington	201.75	403.50	4	100.87	6	
Marmont and Terre Haute.....	150.34	300.68	2	150.34	6	
Nashville and Montgomery.....	306.21	612.42	4	153.10	7	
Nashville and Hickman.....	170.56	341.12	3	113.71	6	
Nashville and Chattanooga	151.62	303.24	3	101.08	7	
New Castle and North Vernon...	70.06	140.12	1	140.12	6	
Newark and Shawnee.....	43.30	86.60	1	86.60	6	
Owensborough and Russellville..	73.12	146.24	2	73.12	7	
Paducah and Memphis	167.61	335.22	3	111.74	7	
Phalanx Station and Alliance....	25.17	50.34	1	50.34	6	
Pittsburgh and Saint Louis, east division.	381.00	1,524.00	10	152.40	14	Pittsburgh to Indianapolis.
Pittsburgh and Saint Louis, west division.	243.49	973.96	8	121.74	14	Indianapolis to Saint Louis.
Pittsburgh and Cincinnati.....	313.78	1,255.12	8	156.89	14	
Pittsburgh and Chicago, east division.	188.92	377.84	4	94.46	7	Pittsburgh to Crestline.
Pittsburgh and Chicago, west division.	280.62	561.24	4	140.31	7	Crestline to Chicago.
Pittsburgh and Crestline	188.92	377.84	4	94.46	6	
Pittsburgh and Bellaire.....	94.68	189.36	2	94.68	6	
Parkersburg and Cincinnati	196.05	392.10	4	98.02	6	
Painesville and Youngstown	62.11	124.22	1	124.22	6	
Portsmouth and Cincinnati	107.19	214.38	2	107.19	6	
Richmond and Stanford.....	35.16	70.32	1	70.32	6	
Sandusky, Newark and Wheeling	225.87	451.74	4	112.93	7	
Salamanca and Kent.....	191.80	383.60	4	95.90	7	
Sandusky and Cincinnati	211.18	422.36	4	105.59	6	
Sandusky and Muncie	178.57	357.14	3	119.04	6	
Springfield and Wellston	118.89	237.78	2	118.89	6	
Switz City and Bedford.....	41.29	82.58	1	82.58	6	
Terre Haute and Evansville.....	110.45	220.90	2	110.45	6	
Terre Haute and Worthington...	40.63	81.26	1	81.26	6	
Toledo and Bush.....	177.49	354.98	3	118.32	6	
Toledo and Cincinnati	202.54	810.16	8	101.27	13	
Toledo and Columbus.....	125.38	250.76	2	125.38	6	
Toledo and Mansfield.....	87.98	175.96	2	87.98	6	
Toledo, Delphos and Cincinnati ..	229.72	459.44	4	114.86	6	
Toledo and La Fayette	203.84	407.68	4	101.92	6	
Toledo and Saint Louis	436.98	873.96	6	145.66	7	
Toledo and Marietta.....	262.34	524.68	4	131.17	6	
Tracy City and Cowan	22.31	44.62	1	44.62	6	
Union City and Dayton.....	47.48	94.96	1	94.96	6	
Washington and Evansville	58.64	117.28	1	117.28	6	
Xenia and Richmond	58.17	116.34	1	116.34	6	
Total	18,773.56	45,092.70	367	121.77		

SIXTH DIVISION.

Abbotsford and Eau Claire	65.21	130.42	1	130.42	6	
Aberdeen and Mitchell	129.47	258.94	2	129.47	6	
Albert Lea and Burlington	253.14	506.28	4	126.57	6	
Ashland and Menasha.....	251.55	503.10	3	167.70	6	
Austin and Mason City.....	40.74	81.48	1	81.48	6	
Beardstown and Shawneetown ..	228.35	456.90	4	114.18	6	In two divisions.
Bellevue and Cascade.....	36.32	72.64	1	72.64	6	
Bement and Effingham	62.26	124.52	1	124.52	6	
Bethany Junction and Grant City	44.28	88.56	1	88.56	6	
Billings and Helena	240.25	480.50	4	120.13	7	
Bismarck and Glendive.....	220.96	441.92	4	110.48	7	

TABLE K^k.—Statement, by divisions, of average daily miles run—Continued.

SIXTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Bloomington and Rood House ...	110.75	221.50	2	110.75	6	
Bluffs and Hannibal	50.01	100.02	1	100.02	6	
Boone and Des Moines	43.30	86.60	1	86.60	6	
Buda and Yates City	48.35	96.70	1	96.70	6	
Bureau and Peoria	47.03	94.06	1	94.06	6	
Burlington and Brighton	56.69	113.38	1	113.38	6	
Burlington and Council Bluffs...	291.00	1,164.00	8	145.50	14	Double daily service.
Burlington and La Clede	181.34	362.68	3	120.89	6	
Burlington and Quincy	72.00	144.00	1	144.00	6	
Burlington and Saint Louis	214.19	428.38	4	107.10	6	
Cable and Hudson	123.02	246.04	2	123.02	6	
Calmar and Chamberlain	399.02	798.04	7	114.01	6	In two divisions.
Calmar and Davenport	165.70	331.40	3	110.47	6	
Carroll and Mapleton	64.52	125.04	1	125.04	6	
Cedar Rapids and Council Bluffs.	270.77	1,183.08	8	135.38	12	Double service.
Cedar Rapids and Worthington	253.42	506.84	3	168.95	6	
Central City and Nebraska City.	151.20	302.40	2	151.42	6	
Centralia and Cairo	112.79	225.58	2	112.79	6	
Centreville and Humeston	41.34	82.68	1	82.68	6	
Chariton and Albany	97.00	194.00	1	194.00	6	
Chicago, Decatur and Saint Louis	286.80	573.60	4	143.40	6	
Chicago, Foreston and Dubuque.	200.04	400.08	4	100.02	6	
Chicago, Freeport and Dubuque.	189.72	379.44	4	94.86	6	
Chicago, McGregor, and Saint {	238.10	476.20	4	119.05	6	Chicago and McGregor.
Paul. }	212.53	425.06	4	106.27	6	McGregor and St. Paul.
Chicago, Savanna and Cedar Rapids.	233.44	466.88	4	116.72	6	
Chicago and Burlington	207.50	830.00	8	103.75	14	Double daily service.
Chicago and Cedar Rapids	220.40	881.60	8	110.20	12	Double service.
Chicago and Centralia	252.96	1,011.84	8	126.48	13	Do.
Chicago and Minneapolis	423.15	1,712.60	12	141.05	14	Double daily service.
Chicago and Pekin	153.00	306.00	3	102.00	6	
Chicago and Portage	176.90	353.80	3	117.93	5	
Chicago and Quincy	263.50	527.00	4	131.75	7	Chicago and Quincy.
Chicago and Saint Louis	100.00	200.00	2	100.00	7	Galesburgh and Quincy.
Chicago and Streator	284.70	1,138.80	8	142.35	13	Double service.
Chicago and Terre Haute	97.70	195.40	2	97.70	6	
Chicago and West Liberty	180.02	360.04	3	120.01	6	
Chicago and Winona	221.52	886.08	8	110.76	12	Do.
Clarinda and Corning	297.70	1,190.80	8	148.85	13	Do.
Clinton and Anamosa	46.36	92.72	1	92.72	6	
Columbia and Huron	71.80	143.60	1	143.60	6	
Columbus and Albion	97.31	194.62	2	97.31	6	
Columbus and Atchison	43.45	86.90	1	86.90	6	
Crete and Red Cloud	220.50	441.00	4	110.25	6	
Crookston and Devil's Lake	150.11	300.22	2	150.11	6	
Danville and Cairo	114.35	228.70	2	114.35	6	
Danville and Olney	259.10	518.20	4	129.55	6	
Davenport and Cameron	108.82	217.64	1	217.64	6	
Davenport and Knoxville	283.45	566.90	4	141.73	6	
Des Moines, Percy and Albia ..	143.00	286.00	2	143.00	6	
Des Moines and Albia	67.97	135.94	1	135.94	6	
Des Moines and Decatur	68.46	136.92	2	68.46	6	
Des Moines and Keokuk	85.50	171.00	1	171.00	6	
Des Moines and Winterset	163.08	326.16	2	163.08	6	
Dubuque and Mendota	42.90	85.80	1	85.80	6	
Dubuque and Sioux City	132.29	264.58	2	132.29	6	
Duluth and Saint Paul	327.64	1,310.56	10	131.05	12	Do.
Dwight and Washington	154.80	309.60	3	103.20	6	
Eau Claire and Wabasha	70.13	140.26	1	140.26	6	
Emerson and Norfolk	49.40	98.80	1	98.80	6	
Evansville and Saint Louis	46.96	93.92	1	93.92	6	
Fargo, Breckenridge and Saint Paul.	164.70	328.40	3	109.37	6	
Fargo and La Moure	268.48	536.96	4	134.24	6	
Farley and Cedar Rapids	88.15	176.30	1	176.30	6	
Fonda and Des Moines	57.81	115.62	1	115.62	6	
Fond du Lac and Milwaukee	115.17	230.34	2	115.17	6	
Foreston and Aurora	64.18	128.36	1	128.36	6	
Fort Howard and Chicago	81.58	163.16	2	81.58	6	
Fort Howard and Winona	243.33	486.66	4	121.67	6	
	215.40	430.80	3	146.93		

TABLE K^k.—Statement, by divisions, of average daily miles run—Continued.

SIXTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Fort Madison and Birmingham ..	41.81	83.62	1	83.62	6	
Galesburgh and Havana	62.03	124.06	1	124.06	6	
Galva and Burlington	85.15	170.30	1	170.30	6	
Gilman and Springfield	112.77	225.54	2	112.77	6	
Glendive and Billings	225.28	450.56	4	112.69	7	
Granger and Weiser	518.48	1,036.96	6	172.83	7	
Green Bay and Milwaukee	114.50	229.00	2	114.50	6	
Hastings and Cologne	55.88	111.76	1	111.76	6	
Hastings and Kearney	39.29	78.58	1	78.58	6	
Havana and Springfield	48.12	96.24	1	96.24	6	
Horicon and Portage	48.37	96.74	1	96.74	6	
Hudson and Des Moines	96.97	193.94	1	193.94	6	
Humeston and Shenandoah	113.91	227.82	2	113.91	6	
Indianapolis and Decatur	152.50	305.00	2	152.50	6	
Indianola and Chariton	33.74	67.48	1	67.48	6	
Ishpeming and Fort Howard	179.50	359.00	3	119.67	7	
Jacksonville and Centralia	112.60	225.20	2	112.60	6	
Jewell and Des Moines	60.02	120.04	1	120.04	6	
Jewell and Lake City	58.74	117.48	1	117.48	6	
Kankakee and Kankakee Junction.	71.52	143.04	1	143.04	6	
Kankakee and Seneca	43.30	86.60	1	86.60	6	
Kempton and Bloomington	57.77	115.54	1	115.54	6	
Kenosha and Rockford	73.42	146.84	1	146.84	6	
Keokuk and Centerville	90.50	181.00	2	90.50	6	
Keokuk and Clayton	43.09	86.18	1	86.18	6	
La Crosse and Dubuque	122.47	244.94	2	122.47	6	
La Crosse and Mankato	188.80	377.60	2	188.80	6	
La Crosse and Woonsocket	400.45	800.90	6	133.48	6	
La Fayette and Quincy	271.00	542.00	4	135.50	6	
Lake Crystal and Eagle Grove	110.48	220.96	2	110.48	6	
Lake Geneva and Elgin	44.15	88.30	1	88.30	6	
Lake Station and Joliet	45.68	91.36	1	91.36	6	
Little Falls and Morris	88.33	176.66	2	88.33	6	
Logansport and Keokuk	283.02	566.04	4	141.51	6	
McCook and Denver	255.53	511.06	3	170.35	7	
McLeansboro' and Shawneetown	41.00	82.00	1	82.00	6	
Maquoketa and Davenport	43.85	87.70	1	87.70	6	
Marion and Council Bluffs	261.90	523.80	4	130.95	6	
Marion and Running Water	62.72	125.44	1	125.44	6	
Marquette and L'Anse	63.81	127.62	1	127.62	6	
Mason City and Albia	169.55	339.10	3	113.03	6	
Mayville and Breckenridge	98.90	197.80	2	98.90	6	
Menasha and Schleisingerville	66.26	132.52	1	132.52	6	
Mendota and Centralia	211.99	423.98	4	106.00	6	
Mendota and Fulton	65.26	130.52	1	130.52	6	
Merrill and Tomah	107.50	215.00	2	107.50	6	
Milton and Mineral Point	90.66	181.32	2	90.66	6	
Milwaukee and Chicago	86.14	344.56	4	86.14	12	Double service.
Milwaukee and Lancaster	168.40	336.80	3	112.27	6	
Milwaukee and Prairie du Chien	194.50	389.00	4	97.25	6	
Minneapolis and Aberdeen	288.15	576.30	5	115.26	6	In two divisions.
Minneapolis and Angus	108.31	216.62	2	108.31	6	{ Minneapolis and Albert Lea.
Minneapolis and Birch Cooley	151.53	303.06	2	151.53	6	{ Albert Lea and Angus.
Missouri Valley and Valentine	100.84	201.68	1	201.68	6	
Mona and Waterloo	306.10	612.20	6	102.03	6	
Montfort and Galena	80.88	161.76	2	80.88	6	
Morning Sun and Oskaloosa	56.08	112.16	1	112.16	6	
Mount Pleasant and Keokuk	81.82	163.64	1	163.64	6	
Muscatine and Montezuma	50.40	100.80	1	100.80	6	
Nebraska City and Beatrice	96.87	193.74	1	193.74	6	
Neche and Breckenridge	95.24	190.48	2	95.24	6	
Norfolk and Columbus	208.78	417.56	3	139.19	6	
North Judson and Streator	50.64	101.28	1	101.28	6	
North Loup and Grand Island	110.20	220.40	2	110.20	6	
Omaha and Denver	50.03	100.06	1	100.06	6	
Omaha and McCook	570.18	1,140.36	6	190.06	7	6 clerks through; 4 clerks, Omaha and Julesburgh.
Omaha and McCook	325.10	650.20	4	162.55	7	

TABLE K^k—Statement, by divisions, of average daily miles run—Continued.

SIXTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	Miles.	Miles.		Miles.		
Omaha and Ogden	1, 035. 30	2, 070. 60	9	230. 07	7	{ Omaha and Ogden, 9 clerks. Omaha and Cheyenne, 6 sets, 3 each.
	516. 00	1, 032. 00	6	172. 00	7	
Omaha and Stromsburgh	126. 59	253. 18	2	126. 59	6	In two divisions.
Oshkosh and Milwaukee	104. 90	209. 80	1	209. 80	6	
Peoria and Evansville	250. 10	500. 20	4	125. 05	6	
Peoria and Galesburgh	52. 80	105. 60	1	105. 60	6	
Peoria and Jacksonville	84. 50	169. 00	1	169. 00	6	
Peoria and Keithsburgh	92. 70	185. 40	2	92. 70	6	
Peoria and Terre Haute	176. 90	353. 80	3	117. 93	6	
Portage and Madison	40. 51	81. 02	1	81. 02	6	
Postville and Cedar Rapids	98. 67	197. 34	1	197. 34	6	
Powers and Florence	42. 00	84. 00	1	84. 00	7	
Quincy and Louisiana	44. 96	89. 92	1	89. 92	6	
Racine and Rock Island	197. 88	395. 76	3	131. 92	6	
Red Oak and Eastport	50. 86	101. 72	1	101. 72	6	
Red Wing and Waterville	66. 73	133. 46	1	133. 46	6	
Reno and Preston	57. 70	115. 40	1	115. 40	6	
Rice Lake and Eau Claire	57. 39	114. 78	1	114. 78	6	
Rock Island and Peoria	92. 20	184. 40	2	92. 20	6	
Rock Island and Saint Louis	248. 99	497. 98	4	124. 50	6	
Ruthven and Des Moines	137. 59	275. 18	2	137. 59	6	
Saint Louis and Cairo	153. 60	307. 20	3	102. 40	6	
Saint Louis and El Dorado	124. 50	249. 00	3	41. 50	6	
Saint Paul and Bismarck	470. 20	940. 40	7	134. 34	7	
Saint Paul and Elroy	197. 08	394. 16	4	98. 54	6	
Saint Paul and Sioux City	270. 43	540. 86	4	135. 22	6	
Saint Paul and Sioux Falls	240. 57	481. 14	4	120. 29	6	
Saint Vincent and Saint Paul	389. 65	779. 30	6	129. 88	6	
Shabbana and Rock Falls	46. 30	92. 60	1	92. 60	6	
Sheboygan and Princeton	79. 06	158. 12	1	158. 12	6	
Sidney and Havana	112. 38	224. 76	2	112. 38	6	
Sioux City and Missouri Valley	76. 10	152. 20	2	76. 10	6	
Sioux City and Omaha	128. 93	257. 86	2	128. 93	6	
Sioux City and Yankton	62. 60	125. 20	1	125. 20	6	
Sioux Falls and Sioux City	91. 18	182. 36	1	182. 36	6	
Sparta and Viroqua	35. 65	71. 30	1	71. 30	6	
Springfield and Grafton	85. 30	170. 60	2	85. 30	6	
Sterling and Rock Island	52. 43	104. 86	1	104. 86	6	
Stevens Point and Portage	73. 84	147. 68	1	147. 68	6	
Streator and Forest	37. 40	74. 80	1	74. 80	6	
Summit Lake and Milwaukee	225. 46	450. 92	3	150. 31	6	
Sumner and Hampton	65. 33	130. 66	1	130. 66	6	
Switz City and Effingham	89. 14	178. 28	2	89. 14	6	Do.
Tama City and Hawarden	243. 34	486. 66	4	121. 67	6	
Tamaroa and Chester	40. 79	81. 58	1	81. 58	6	Double service.
Tracy and Pierre	255. 69	511. 38	4	127. 85	7	
Tracy and Redfield	164. 14	328. 28	3	109. 43	6	
Turkey River and West Union	58. 34	116. 68	1	116. 68	6	
Villisca and Bigelow	69. 24	138. 48	1	138. 48	6	
Wabasha and Zumbrota	59. 20	118. 40	1	118. 40	6	
Wadena and Fergus Falls	53. 36	106. 72	1	106. 72	6	
Watertown and Madison	38. 80	155. 20	1	155. 20	12	
West Lebanon and Le Roy	76. 20	152. 40	2	76. 20	6	
West Liberty and Council Bluffs	279. 36	1, 117. 44	8	139. 68	12	Do.
Winona and Tracy	229. 43	458. 86	4	114. 72	6	
Yates City and Rushville	63. 95	127. 90	1	127. 90	6	
Total	29. 362. 83	66. 076. 08	526	125. 62		

SEVENTH DIVISION.

Albia and Moberly	129. 87	359. 74	2	129. 87	7
Albuquerque and El Paso	255. 69	511. 38	3	170. 46	7
Albuquerque and Needles	574. 87	1, 149. 74	5	229. 95	7
Arcadia and Cherry Vale	81. 69	163. 38	1	163. 38	7
Atchison and Lenora	293. 31	586. 62	4	146. 66	7
Atchison and Topeka	51. 20	102. 40	1	102. 40	7

TABLE K^k.—Statement, by divisions, of average daily miles run—Continued.

SEVENTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Beloit and Solomon City.....	57.83	115.66	1	115.66	7	
Boonville and Versailles.....	44.69	89.38	1	89.38	6	
Bremond and Cisco.....	197.66	395.32	3	131.11	7	
Buena Vista and Gunnison.....	73.47	146.94	1	146.94	7	
Burnet and Austin.....	60.95	121.90	1	121.90	6	
Cairo and Poplar Bluff.....	74.50	149.00	2	74.50	6	
Cairo and Texarkana, northern division.	270.71	541.42	3	180.47	7	Line divided at Pine Bluff.
Cairo and Texarkana, southern division.	151.76	303.52	2	151.76	7	
Cameron, Plattsburgh and Atchison.	63.42	126.84	¹ 2	84.56	7	¹ Two clerks to a crew, three clerks on line, and each clerk on duty two-thirds of the time.
Cameron, Saint Joseph and Atchison.	56.10	112.20	1	112.20	7	
Cheyenne and Denver.....	106.86	213.72	2	106.86	7	
Concordia and Junction City.....	70.92	141.84	1	141.84	7	
Council Bluffs and Brunswick.....	224.60	449.20	3	149.73	7	
Council Bluffs and Kansas City.....	196.50	393.00	3	131.00	7	
Corpus Christi and Laredo.....	161.75	323.50	3	107.83	7	
Creston and Saint Joseph.....	104.47	208.94	2	104.47	6	
Cuba and Salem.....	40.93	81.96	1	81.96	6	
Dallas and Cleburne.....	55.05	110.10	1	110.10	7	
Denton and Dallas.....	38.23	75.66	1	76.46	6	
Denison and Houston.....	339.19	678.38	5	135.67	7	
Denison, Troup and Houston.....	344.35	688.70	5	137.74	7	
Denison and Taylor.....	258.98	517.96	4	129.49	7	
Denver and Georgetown.....	50.80	101.60	1	101.60	7	
Denver and Leadville.....	172.25	344.50	3	114.83	7	
Denver and Pueblo.....	125.98	251.96	2	125.98	7	
Denver and Ogden.....	772.81	1,545.62	8	193.20	7	
Denver, Pueblo and Leadville....	278.51	557.02	4	139.25	6	
Emporia and Howard.....	76.59	153.18	1	153.18	6	
Florence and Douglas.....	54.58	109.16	1	109.16	6	
Florence and Ellinwood.....	98.87	197.74	2	98.87	6	
Fort Collins and Denver.....	89.54	179.08	1	179.08	7	
Fort Scott and Joplin.....	76.77	153.54	1	153.54	7	
Fort Scott and Wichita.....	158.60	317.20	2	158.60	6	
Fort Worth and Galveston.....	347.09	694.18	5	138.84	7	
Girard and Galena.....	48.29	96.58	1	96.58	6	
Hannibal and Denison.....	575.11	1,150.22	8	143.78	7	
Hannibal and Gilmore.....	85.69	171.38	2	85.69	6	
Helena and Clarendon.....	48.20	96.40	1	96.40	6	
Hempstead and Austin.....	115.22	230.44	2	115.22	7	
Holden and Le Roy.....	114.66	229.32	2	114.66	7	
Houston and Del Rio, eastern division.	218.01	436.02	3	145.34	7	Line divided at San Antonio.
Houston and Del Rio, western division.	172.22	344.44	3	114.44	7	
Houston and Galveston.....	50.90	203.60	2	101.80	14	
Jefferson and McKinney.....	155.68	311.36	3	103.79	6	
Jefferson City and Aurora Springs	37.46	74.92	1	74.92	6	
Junction City and Parsons.....	157.80	315.72	3	105.24	7	
Kansas City and Albuquerque....	918.50	1,837.00	9	204.11	7	
Kansas City and Denver.....	639.82	1,279.64	6	213.27	7	
Kansas City and Ellis.....	(³)	604.00	4	151.00	7	
Kansas City and Harper.....	304.30	608.60	4	152.20	7	
Kansas City and Independence..	(²)	332.32	2	166.16	6	² 166.16, shown on the Kansas City and Harper R. P. O.
Kansas City and Memphis.....	488.30	976.60	5	195.32	7	
Kansas City, Pleasant Hill and Joplin.	168.07	336.14	3	112.05	7	
Kansas City and Pueblo.....	636.24	1,272.48	7	181.78	7	
Kansas City and Springfield.....	(⁴)	405.34	3	135.11	7	
Knobel and Helena.....	140.52	281.04	3	93.68	7	
Lawrence and Burlington.....	74.40	148.80	2	74.40	6	
Lawrence and Carbondale.....	32.96	65.92	1	65.92	6	
Leavenworth and Lawrence.....	35.05	70.10	1	70.10	7	
Leavenworth and Miltonvale....	166.15	332.30	3	110.77	6	
Leavenworth and Topeka.....	57.40	114.80	1	114.80	6	

³Double service between Kansas City and Ellis on Kansas City and Denver R. P. O., 302 miles.⁴Shown on Kansas City and Memphis R. P. O., 206.67 miles.

TABLE K^k.—Statement, by divisions, of average daily miles run—Continued.

SEVENTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	A by crews.	Number of round trips per week with clerks.	Remarks.
	Miles.	Miles.		Miles.		
Lexington and Saint Joseph ... }	77.04	154.08	2	77.04	7	Clerks alternate as helpers between Little Rock and Conway 30 miles.
Little Rock and Fort Smith ... }	167.45	334.90	3	131.63	7	
Little Rock and Warren.....	155.03	310.06	3	103.35	6	
Manhattan and Burlingame.....	57.21	114.42	1	114.42	6	
Mexico and Cedar City.....	50.43	100.86	1	100.86	6	
Memphis and Little Rock.....	136.00	272.00	3	90.67	7	
Nacogdoches and Houston.....	140.25	280.50	2	140.25	6	
Newton and Arkansas City.....	78.56	157.12	1	157.12	6	
Newton and Caldwell.....	81.09	162.18	1	162.18	6	
Omaha and Atchison.....	166.33	332.66	3	110.89	7	
Palestine and Laredo (Northern Division).	262.72	525.44	4	131.38	7	
Palestine and Laredo (Southern Division).	155.53	311.06	3	103.69	7	
Pierce City and Fort Smith.....	139.88	279.76	2	139.88	7	
Pueblo and Silverton.....	377.32	754.64	5	150.93	7	
Pierce City and Vinita.....	73.66	147.32	1	147.32	7	
Quincy and Kansas City.....	225.76	903.04	8	112.88	14	
Quincy and Trenton.....	137.00	274.00	2	137.00	6	
Rockland and Beaumont.....	73.52	147.04	2	73.52	6	
Rosenberg and Victoria.....	93.05	186.10	2	93.05	7	
Saint Joseph and Albany.....	51.19	102.38	1	102.38	6	
Saint Joseph and Grand Island..	252.54	505.08	4	126.27	7	
Saint Louis and Atchison (Eastern Division).	283.13	1,132.52	8	141.57	14	Line divided at Kansas City.
Saint Louis and Atchison (Western Division).	47.08	94.16	1	94.16	6	
Saint Louis and Columbus.....	196.41	392.82	3	130.61	7	
Saint Louis, Louisiana and Kansas City.	324.07	648.14	5	129.63	7	
Saint Louis, Moberly and Kansas City.	276.80	1,107.20	8	138.40	13	
Saint Louis and Halstead (Eastern Division).	237.51	475.02	4	118.76	7	Line divided at Springfield, Mo. Clerks alternate in acting as helpers between Springfield and Carthage, Mo., 76 miles.
Saint Louis and Halstead (Western Division).	293.01	586.02	5	1143.60	7	
Saint Louis and Pierce City ...	(*)	454.42	4	143.61	7	Line divided at Little Rock.
Saint Louis and Texarkana (Northern Division).	346.00	1,384.00	10	138.40	14	
Saint Louis and Texarkana (Southern Division).	145.72	582.88	5	116.58	14	
Salina and McPherson.....	37.07	74.14	1	74.14	7	
Sedalia and Kansas City.....	99.56	199.12	2	99.56	7	
Sedalia and Parsons.....	(†)	318.98	3	106.33	7	
Temple and Lampasas.....	56.98	113.96	1	113.96	7	
Texarkana and El Paso (Eastern Division).	221.83	443.66	4	110.92	7	Line divided at Dallas. Clerks alternate between Dallas and Milesap, 77 miles.
Texarkana and El Paso (Western Division).	647.39	1,294.78	8	2181.10	7	
Texarkana and Houston.....	330.63	661.26	4	165.32	7	
Texarkana and McGregor.....	278.30	556.60	4	139.15	7	
Texarkana and Whitesborough..	173.67	347.34	3	115.78	7	
Wichita Falls and Forth Worth.	114.10	228.20	2	114.10	7	
Totals	19,183.76	42,078.60	319	131.91	.....	

EIGHTH DIVISION.

Benson and Nogales.....	88.04	176.08	2	88.04	7
Calistoga and Vallejo.....	44.87	179.48	1	179.48	12
Cloverdale and San Francisco....	85.46	170.92	2	85.46	7
Colton and National City.....	128.18	256.36	2	128.18	6
Dayton and Wallula.....	68.96	137.92	1	137.92	7
Deming and Los Angeles.....	715.72	1,431.41	8	178.93	7
Duncan's Mills and San Francisco	79.25	158.50	2	79.25	6
Garrison and Ogden.....	455.51	911.02	6	151.83	7

* Shown on Saint Louis and Halstead R. P. O., 287.21 miles.

† Shown on Hannibal and Denison R. P. O., 159.49 miles.

TABLE K^k.—Statement, by divisions, of average daily miles run—Continued.

EIGHTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Helena and Heron	273.80	547.60	4	136.90	7	
Heron and Wallula	269.50	539.00	4	134.75	7	
Los Angeles and Santa Ana	35.15	70.30	1	70.30	7	
Mound House and Keeler	293.00	586.00	4	146.50	7	
Ogden and Salt Lake	38.73	154.92	1	154.92	14	
Ogden and San Francisco	834.65	1,669.30	10	166.93	7	
Portland and Ashland	342.69	685.38	6	114.23	6	
Portland and Corvallis	97.99	195.98	2	97.99	6	
Redding and Sacramento	169.98	339.96	2	169.98	7	Clerks run through to Sacramento and register there.
Reno and Virginia	52.61	105.22	1	105.22	7	
Sacramento, Benicia and San Francisco	90.69	181.38	2	90.69	7	Auxiliary to Ogden and San Francisco R. P. O.
Sacramento and San Francisco ..	140.90	281.80	3	93.93	7	
Salt Lake and Juab	105.98	211.96	2	105.98	7	
San Francisco and Los Angeles ..	482.38	964.76	7	137.82	7	
San Francisco and Santa Cruz ..	83.15	166.30	1	166.30	6	
San Francisco and Soledad	144.72	289.44	3	96.48	7	
San Francisco and Tulare	251.63	503.26	3	167.75	6	Auxiliary to San Francisco and Los Angeles R. P. O.
Shingle Springs and Sacramento ..	48.75	97.50	1	97.50	6	
Tacoma and Portland	145.00	290.00	3	96.66	6	
Tehama and Davisville	124.88	249.76	2	124.88	6	Clerks run through to Sacramento and register there.
Wallula and Portland	214.10	428.20	4	107.05	7	
Total	5,902.27	11,989.74	90	133.21	.....	

NINTH DIVISION.

Adrian and Fayette	33.26	66.52	1	66.52	6	
Ashtabula and Youngstown	64.70	129.40	1	129.40	6	
Au Sable and Alger Junction	45.89	91.78	1	91.78	6	
Baldwin and Grand Rapids	74.70	149.40	1	149.40	6	
Bay City and Detroit	109.57	438.28	3	146.09	12	
Bay City and Jackson	115.00	460.00	3	153.33	12	
Bay City, Wayne and Detroit ..	121.41	242.82	2	121.41	6	
Big Rapids and Detroit	190.70	381.40	3	127.13	6	
Big Rapids and Holland	91.63	183.26	2	91.63	6	
Cadillac and Fort Wayne	240.76	481.42	3	160.47	6	
Caseville and Pontiac	100.73	201.46	1	201.46	6	
Cleveland, Fort Wayne and Chicago ..	340.00	680.00	4	170.00	6	
Cleveland and Toledo	113.37	453.48	4	113.37	12	
Detroit and Chicago, day line ..	286.69	573.38	4	122.86	6	
Detroit and Chicago, night line ..	.....	573.38	4	143.34	7	
Detroit and Grand Haven	188.94	377.88	3	125.96	6	
Detroit and Grand Haven, short run.	157.50	315.00	2	157.50	6	This line runs between Detroit and Grand Rapids, Mich.
Detroit and Grand Rapids	170.65	341.30	3	113.76	6	
Detroit and Grand Rapids, short run.	94.72	189.44	2	94.72	6	This line runs between Jackson and Grand Rapids, Mich.
Detroit and Peru	194.73	389.46	3	129.82	6	
Detroit, Three Rivers and Chicago ..	274.49	548.98	4	137.24	6	
Detroit and Toledo, day line	60.30	120.60	1	120.60	6	
Detroit and Toledo, night line ..	65.95	131.90	1	131.90	6	
East Saginaw and Lakeview	71.29	142.58	1	142.58	6	
East Saginaw and Port Huron ..	92.06	184.12	1	184.12	6	
Grand Rapids and Elkhart	115.02	460.08	3	153.36	12	
Grand Rapids and La Crosse	153.70	307.40	2	153.70	6	
Howard City and Detroit	161.22	322.44	2	161.22	6	
Jackson and Adrian	47.55	95.10	1	95.10	6	
Jackson, Hillsdale and Fort Wayne ..	99.26	198.52	1	198.52	6	
Kalamazoo and South Haven	40.20	80.40	1	80.40	6	

TABLE K^k.—Statement, by divisions, of average daily miles run—Continued.

NINTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Number of crews on line.	Average run daily by crews.	Number of round trips per week with clerks.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		
Lansing and Hillsdale	65.68	131.36	1	131.36	6	
Lenox and Jackson	106.68	213.36	1	213.36	6	
Ludington and Toledo	278.59	557.18	4	139.29	6	
Mackinaw City and Bay City....	182.69	365.38	3	121.79	6	
Mackinaw City and Grand Rapids.	226.30	452.60	4	113.15	6	
Manistee and East Saginaw.....	148.13	296.26	2	148.13	6	
Monroe and Adrian	34.29	68.58	1	68.58	6	
Muskegon and Allegan	60.06	120.12	1	120.12	6	
<i>New York and Chicago.</i>						
This line is divided into three divisions, as follows:						
East division:						
New York and Syracuse, trains 21 and 14.	289.50	579.00	4	144.75	7	
New York and Syracuse, trains 7 and 22.		579.00	4	144.75	7	
New York and Syracuse, trains 23 and 2.		579.00	4	124.07	6	
Middle division:						
Syracuse and Cleveland, trains 21, 1, and 14.	336.26	672.52	4	168.13	7	
Syracuse and Cleveland, trains 7, 8, and 22.		672.52	4	168.13	7	
Syracuse and Cleveland, trains 23, 3, and 2.		672.52	4	144.11	6	
West division:						
Cleveland and Chicago, trains 1 and 12.	356.89	713.78	4	178.44	7	
Cleveland and Chicago, trains 7 and 8.		713.78	4	178.44	7	
Cleveland and Chicago, trains 3 and 2.		713.78	4	152.95	6	
Oil City and Ashtabula	88.10	176.20	2	88.10	6	
Pentwater and Muskegon	44.99	89.98	1	89.98	6	
Port Austin and Port Huron	88.04	176.08	1	176.08	6	
Port Huron and Chicago	336.07	672.14	4	168.03	6	
Port Huron and Detroit.....	61.83	123.66	1	123.66	6	
South Lyon and Toledo	61.90	123.80	1	123.80	6	
Toledo and Allegan	157.64	315.28	2	157.64	6	
Toledo and Chicago	244.99	489.98	4	122.49	6	
Trenton and Adrian	49.60	99.20	1	99.20	6	
Ypsilanti and Hillsdale	62.03	124.06	1	124.06	6	
Total	6,944.03	19,807.30	139	142.50	.....	

TABLE K^k.—*Statement, by divisions, of average daily miles run by crews during the fiscal year ended June 30, 1884.*

RECAPITULATION.

Division.	Total miles of routes.	Daily miles run.	Total number of crews.	Average miles run daily by crews.	Number of rail- way post-office lines.
First	7, 102. 16	19, 713. 88	182	108. 31	81
Second	13, 591. 49	34, 558. 44	299	115. 59	157
Third	5, 741. 78	15, 519. 34	139	111. 65	46
Fourth	9, 516. 55	22, 567. 38	179	126. 07	63
Fifth	18, 773. 56	45, 092. 70	367	121. 77	117
Sixth	29, 362. 83	66, 076. 08	526	125. 62	201
Seventh	19, 183. 76	42, 078. 60	319	131. 91	104
Eighth	5, 902. 27	11, 989. 74	90	133. 21	29
Ninth	6, 944. 03	19, 807. 30	139	142. 50	47
Total.....	116, 118. 43	277, 403. 46	2, 240	123. 88	845

Steamboat service not included.

TABLE L1.—Statement of new service established and service extended during the fiscal year ended June 30, 1884.

FIRST DIVISION.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
		<i>Miles.</i>			
Lakeside to Wentworth's Location, N. H.		22.00	July 1, 1883	.....	Steamboat service.
Plymouth to North Woodstock, N. H.		21.06	July 2, 1883	.....	Do.
Block Island to Norwich, Conn.		58.00	Aug. 14, 1883	.....	.....
Stamford to New Canaan, Conn.		8.89	Aug. 20, 1883	.....	.....
Bellingham to Franklin, Mass.		5.37	Aug. 20, 1883	.....	Do.
Machiasport to Portland, Me.		324.00	.....	Oct. 26, 1883	.....
Monson Junction (n. o.) to Monson, Mass.		6.16	Nov. 5, 1883	.....	Lowell and Mansfield R. P. O. extended to Taunton.
Mansfield to Taunton, Mass.		10.00	.....	Feb. 21, 1884	Extension of route No. 5015, Hartford to Saybrook Point.
State street Station to Asylum street Station		1.68	Mar. 26, 1884	.....	Extension of route No. 9, Milo Junction (n. o.), to Katahdin Iron works.
Milo to Milo Junction		1.25	Apr. 21, 1884	.....	Steamboat service, during summer season.
Andover to Upper Dam, Me.				June 1, 1884	Do.
Upper Dam to Indian Rock, Me.				June 1, 1884	Do.
Lakeside, N. H., to Middle Dam, Me.		17.00	.....	June 1, 1884	Do.
Middle Dam, Me., to Errol, N. H.		17.00	.....	June 1, 1884	Do.
Rangleley to Indian Rock, Me.		10.00	.....	June 1, 1884	Do.
New Bedford to Nonquit, Mass.		7.00	June 20, 1884	.....	Do.

SECOND DIVISION.

Frazer to Phoenixville, Pa.	Penna. R. R.	11.28	Mar. 7, 1884	.....	Ogdensburg and Rome R. P. O. curtailed to end at DeKalb Junction, and extended to begin at Norwood.
De Kalb Junction to Norwood, N. Y.	Rome, W. and Ogd. R. R.	5.00	Old.	Apr. 18, 1884	This makes double daily service between these points.
Nyack to New York, N. Y.	Northern R. R. of N. J.	28.45	Old.	Apr. 23, 1884	New service (modified November 8, 1883).
Williamsport to Stokesdale Station, Pa.	Fall Brook Coal Co.'s R. R.	78.52	June 27, 1883	July 16, 1883	Addison and Westfield R. P. O. extended to Gaines.
Westfield to Gaines, Pa.	Addison and No. Penn. R. R.	13.90	Old.	July 23, 1883	

New Castle Junction to New Castle, Pa.	Pitts. and Western R. R.	3. 10	Aug. 16, 1883	Aug. 21, 1883	New Castle Junction and Pittsburgh R. P. O. extended to begin at New Castle.
Youngwood Station to United, Pa.	Penna. R. R.	8. 84	Aug. 17, 1883		
Elkland to Harrison Valley, Pa.	Fall Brook Coal Co.'s R. R.	19. 20	Oct. 18, 1883		
Port Clinton to Reading, Pa.	Phil. and Reading R. R.	20. 00	Old.	Oct. 20, 1883	Williamsport and Port Clinton R. P. O. extended to Reading.
Washington to Pittsburgh, Pa.	Balto. and Ohio R. R.	38. 66	Nov. 3, 1883	Nov. 16, 1883	Washington and Wheeling R. P. O. extended to begin at Pittsburgh.
Branchton Junction to Butler, Pa.	Shenango and Allegheny R. R.	21. 30	Nov. 5, 1883	Nov. 16, 1883	Greenville and Hilliards R. P. O. curtailed to end at Branchton Junction, and extended to end at Butler.
Two Bridges, N. J. (n. o.) to Stroudsburg, Pa.	N. Y., Sus. and West. Rwy.	47. 85	June 28, 1883	July 9, 1883	New service.
Delaware Station to Columbia Junction, N. J. (n. o.).	N. Y., Sus. and West. Rwy.	3. 16	Sept. 1, 1883		
Sea Isle Junction (n. o.) to Sea Isle City, N. J.	West Jersey R. R.	4. 97	Feb. 21, 1884		
Bradford to Punxsutawney, Pa.	Roch. and Pitts. R. R.	104. 60	June 27, 1883	July 14, 1883	Rochester and Bradford R. P. O. extended to Punxsutawney.
Boston Corners to State Line, N. Y. (n. o.) ..	Hartford and Conn. West. R. R.	6. 50	Old.	Aug. 10, 1883	Boston Corners and Rhinecliff R. P. O. extended to begin at State Line (n. o.).
Albany to New York, N. Y.	N. Y., W. S. and B. R. R.	142. 30	Sept. 21, 1883	Sept. 22, 1883	New service.
Richfield Springs to Richfield Junction, N. Y. (n. o.).	Del., Lack. and West. R. R.	22. 00	Old.	Sept. 21, 1883	New service (discontinued).
Middletown to Cornwall Station, N. Y. (n. o.).	N. Y., Ont. and West. R. R.	24. 79	Oct. 17, 1883		
Buffalo to Ashford Junction, N. Y. (n. o.) ..	Roch. and Pitts. R. R.	45. 28	Nov. 20, 1883	Dec. 6, 1883	
Easton, Pa., to New York, N. Y.	Lehigh Valley R. R.	80. 00	Old.	Jan. 10, 1884	
Angelica to Nunda Junction, N. Y. (n. o.) ..	Lack. and Pitts. R. R.	29. 63	Feb. 12, 1884		
Walnut Bottom to Shippensburg, Pa.	Harris. and Poto. R. R.	7. 22	Jan. 18, 1884		
Sunbury to Lewisburgh, Pa.	Phil. and Reading R. R.	9. 84	Feb. 5, 1884		
Coalport to Irvona, Pa.	Bell's Gap R. R.	2. 22	Feb. 6, 1884		
Sheffield Junction to Kane, Pa.	Pittsburgh and Western R. R.	17. 90	Feb. 28, 1884	Mar. 4, 1884	Sheffield Junction and Gallery Junction R. P. O. extended to begin at Kane.
Anglesea Junction to Anglesea, N. J.	West Jersey.	5. 52	June 7, 1884		

THIRD DIVISION.

Kitzmillerville, Md., to Elkins, W. Va.	W. Va. Central and Pittsburgh Rwy.	14. 16	Aug. 1, 1883		Railroad service extended.
Baltimore to Bel Air, Md.	Maryland Central R. R.	27. 50	July 9, 1883	July 13, 1883	New service.
New River Depot to Pocahontas, Va.	Norfolk and Western R. R.	73. 59	Old.	July 26, 1883	
New River Depot to Lovely Mount, Va.	do.	1. 50	Old.	July 25, 1883	New River Depot and Pocahontas R. P. O. extended to Lovely Mount.
Martinsville to Spencer's Store, Va.	Danville and New River R. R.	13. 25	Nov. 5, 1883		Railroad service extended.
Weston to Buckhannon, W. Va.	Weston and Buckhannon R. R.	16. 29	Dec. 10, 1883		New service.
Staunton to Lexington, Va.	Baltimore and Ohio R. R.	36. 03	Dec. 15, 1883	Dec. 15, 1883	Baltimore and Lexington R. P. O. extended to Lexington.
Bel Air to Forest Hill, Md.	Maryland Central R. R.	3. 50	Nov. 21, 1883		Railroad service extended.
Forest Hill, Md., to Delta, Pa.	do.	14. 50	Jan. 4, 1884		Do.

TABLE I.¹—Statement of new service established and service extended—Continued.

THIRD DIVISION—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Delta, Pa., to Baltimore, Md.	Maryland Central R. R.	Miles. (*)	Old.	Jan. 22, 1884	* 45.50 miles. Delta and Baltimore R. P. O.
Fayetteville to Hope Mills, N. C.	Cape Fear and Yadkin Valley R. R.	7.35	Feb. 15, 1884	.....	Railroad service extended.
Gulf to Troy's Store, N. C.	do	29.71	Feb. 15, 1884	.....	Do.
Claremont to Waverly Station, Va.	Atlantic and Danville R. R.	18.51	Jan. 31, 1884	.....	New service.
Chase City to Skipwith, Va.	Richmond and Mecklenburgh R. R.	8.28	Feb. 20, 1884	.....	Railroad service extended.
Gulf to Mount Vernon Springs, N. C.	Cape Fear and Yadkin Valley R. R.	11.00	Old.	Feb. 7, 1884	April 12, 1884, R. P. clerk's run curtailed to begin at Ore Hill; decreased distance, 1.50 miles.
Grafton to Philippi, W. Va.	Grafton and Greenbrier R. R.	24.00	Mar. 8, 1884	.....	New service.
Pigeon River to Waynesville, N. C.	Western N. C. R. R.	9.23	Mar. 17, 1884	.....	Railroad service extended.
Danville, Mocksville, and Southwestern Junction (n. o.), to Sharpsborough (n. o.), N. C.	Danville, Mocksville and Southwestern R. R.	7.97	Apr. 10, 1884	.....	New service.
Hope Mills to Lumber Bridge, N. C.	Cape Fear and Yadkin Valley R. R.	9.20	May 1, 1884	.....	Railroad service extended.
Liberty to Greensborough, N. C.	do	23.26	May 1, 1884	.....	Do.
Elkins to Fairfax, W. Va.	W. Va. Central and Pittsburgh Rwy.	14.12	May 12, 1884	.....	Do.
Skipwith to Clarksville, Va.	Richmond and Mecklenburgh R. R.	6.30	June 2, 1884	.....	Do.

FOURTH DIVISION.

Anniston to Coalburgh, Ala.	Ga. Pacific Rwy.	72.74	Jan. 1, 1884	Jan. 1, 1884	Atlanta and Birmingham R. P. O.
Branford to Newnansville, Fla.	Savh., Fla. and W. Rwy.	31.66	June 2, 1884	June 2, 1884	Du Pont and Branford R. P. O.
Lincolnton to Newton, N. C.	Chester and Lenoir (N. G.) Rwy.	14.36	Aug. 6, 1883	Aug. 6, 1883	Newton and Lancaster R. P. O.
Columbus, Miss., to Fayetteville, Ala.	Ga. Pacific Rwy.	44.83	Apr. 21, 1884	.....	.....
Durant to Lexington, Miss.	Illinois Central Rwy.	13.16	July 6, 1883	.....	.....
Ellisville, Miss., to New Orleans, La.	N. O. and N. E. R. R.	131.21	Feb. 20, 1884	.....	.....
Emory to Jefferson, Ga.	G., Jeff. and So. R. R.	13.51	May 1, 1884	.....	.....
Jacksonville to Palatka, Fla.	Jacks., Tampa and Key West R. R.	56.21	Mar. 17, 1884	.....	.....
Jacksonville to Saint Augustine, Fla.	Jacks., St. A. and H. River R. R.	36.80	Aug. 1, 1883	.....	.....
Jasper to Ellijay, Ga.	Marietta and N. Ga. R. R.	20.76	Sept. 1, 1883	Sept. 1, 1883	Ellijay and Marietta R. P. O.
Kissimmee to Tampa, Fla.	South. Fla. R. R.	75.99	Feb. 13, 1884	Feb. 13, 1884	Sanford and Tampa R. P. O.

Lanes to Georgetown, S. C.	39. 20	Jan. 6, 1884	Georgetown and Lanes R. R.
Merrellton to Broken Arrow, Ala.	41. 75	Nov. 1, 1883	E. and W. R. R. of Ala.
Micanopy Junction (n. o.) to Micanopy, Fla.	4. 11	Mar. 11, 1884	Fla. So. Rwy.
Monroe to Gainesville, Ga.	41. 55	May 1, 1884	G., Jeff. and So. R. R.
Monroe to Lanesville, La.	71. 61	Dec. 20, 1883	Vicks., Shreve. and Pacif. R. R.
New Orleans to Baton Rouge, La.	89. 40	Apr. 16, 1884	N. O. and Miss. Valley R. R.
Ocala to Leesburgh, Fla.	42. 27	June 16, 1884	Fla. So. Rwy.

FIFTH DIVISION.

Jellico to Careyville	27. 33	July 2, 1883	Careyville and Knoxville R. P. O. extended.
Inman, Tenn., to Victoria	5. 21	May 1, 1884	Rock Island and Tullahoma R. P. O. extended.
Doyles Station to Rock Island	8. 20	May 5, 1884	Louis. and Williamsburg R. P. O. extended.
Moore's (n. o.) to Centerville, Tenn.	4. 50	Mar. 17, 1884	Owensboro' and Ricedale R. P. O. extended.
Terry to Lawrenceburgh	22. 04	Nov. 14, 1883	New service.
Williamsburgh to Jellico, Tenn.	11. 30	July 2, 1883	Ashland and Peach Orchard R. P. O. extended.
Ricedale to Russellville, Ky.	33. 40	Dec. 12, 1883	New service. Cin. and Lex. R. P. O. changed and extended.
Russellville to Adairville, Ky.	13. 28	Jan. 21, 1884	Rarden and Cincinnati R. P. O. extended.
Richmond to Livingston, Ky.	36. 62	Jan. 1, 1884	Dayton and Wellston R. P. O. extended.
Peach Orchard to Richardson, Ky.	3. 70	July 23, 1883	Bellaire and Summerfield R. P. O. extended.
Middleburgh to Yosemite, Ky.	75	Mar. 11, 1884	Columbus and Corning R. P. O. extended.
Paris to Richmond, Ky.	40. 84	Aug. 1, 1883	New service.
Lore City to Senecaville	4. 37	Dec. 1, 1883	Cleveland and Mineral Point R. P. O. extended.
Portsmouth to Rarden	25. 50	Aug. 1, 1883	New service.
Wellston to Ironton, Ohio	50. 57	Nov. 5, 1883	Logansport and Terre Haute R. P. O. extended.
Summerfield to Zanesville, Ohio	52. 62	Nov. 30, 1883	Washington Junction and Petersburg R. P. O. extended.
Corning to Col., H. Val. and Tol. Jct., Ohio	58. 80	June 9, 1884	O. extended to Oakland City.
Thurston to Buckeye Cottage, Ohio	32. 49	May 22, 1884	New R. P. O. service.
Mineral Point to Zoar Station, Ohio	1. 54	Sept. 1, 1883	New service.
Shanes Crossing to Greenville, Ohio	43. 55	Jan. 20, 1884	Do.
Mount Blanchard to Carey, Ohio	10. 46	Oct. 1, 1883	Do.
Canton to Coshocton, Ohio	54. 73	July 2, 1883	Kalamazoo and Cincinnati R. P. O. extended
Marmont to Logansport	35. 15	Oct. 15, 1883	
Petersburgh to Oakland City	11. 56	Aug. 20, 1883	
Oakland City to Evansville	59. 50	Dec. 13, 1883	
Fair Oaks to Attica	56. 34	Mar. 17, 1884	
New Salisbury to Corydon, Ind.	8. 39	Dec. 20, 1883	
Attica to Covington, Ind.	14. 90	Jan. 2, 1884	
Grand Rapids to Kalamazoo, Mich.	48. 00		
New Galilee, Pa., to East Carmel, Ohio	15. 35	Aug. 16, 1883	
Woodsfield to Summerfield, Ohio	16. 95	Sept. 13, 1883	

TABLE LI.—Statement of new service established in the United States during the fiscal year ended June 30, 1884—Continued.

SIXTH DIVISION.

New service.	Corporate title of company.	Distances.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Jerseyville to Grafton, Ill.....	Wabash, St Louis and Pacific Rwy.....	<i>Miles.</i> 16.12	July 1, 1883	July 3, 1883	Springfield and Jerseyville R. P. O. extended to Grafton.
New Sharon to Newton, Iowa.....	Central Iowa R. R.....	33.66	July 1, 1883	July 1, 1883	New service.
Hastings to Kearney, Nebr.....	Burlington and Mo. River R. R. in Nebraska.	39.29	Old.		
Long Pine to Valentine, Nebr.....	Fremont, Elkhorn and Mo. Valley R. R.....	56.00	Old.	July 1, 1883	Missouri Valley and Long Pine R. P. O. extended to Valentine.
North Judson, Ind., to Momense, Ill.....	Indiana, Illinois and Iowa R. R.....	67.08	July 2, 1883	July 2, 1883	} Momense and Dwight R. P. O. extended to commence at North Judson, Ind., and end at Streator, Ill.
Dwight to Streator, Ill.....					
Larimore to Bartlett, Dak.....	St. Paul, Minneapolis and Manitoba R. R.....	40.14	July 2, 1883		
Saint Cloud to Hinkley, Minn.....	do.....	68.04	July 2, 1883		
Fargo, Dak., to Breckenridge, Minn.....	do.....	54.00	Old.	July 6, 1883	Neché and Fargo R. P. O. extended to Breckenridge, Minn.
Granger, Wyo., to Shoshone, Idaho.....	Oregon Short Line R. R.....	323.05	Old.	July 11, 1883	New service.
Stambaugh to Iron River, Mich.....	Chicago and Northwestern Rwy.....	.80	July 16, 1883		
Junction to Mound City, Ill.....	Mound City R. R.....	2.94	Aug. 1, 1883		
Belleville to O'Fallen Depot, Ill.....	Louisville and Nashville R. R.....	7.34	Aug. 1, 1883		
Livingston to Helena, Mont.....	Northern Pacific.....	137.08	Aug. 15, 1883	Aug. 18, 1883	Billings and Livingston R. P. O. extended to Helena.
Holstein to Correctionville, Iowa.....	Chicago and North Western R. R.....	13.29	Sept. 15, 1883		
Crookston, Minn., to Devil's Lake, Dak.....	St. Paul, Minneapolis and Manitoba R. R.....	114.35		Sept. 15, 1883	New service 20.80 miles Sept. 15. New R. R. service.
Crookston to Saint Hilaire, Minn.....	do.....	28.73	Sept. 15, 1883		
Sanborn to Cooperstown, Dak.....	Sanborn, Cooperstown and Turtle Mountain R. R.	37.53	Sept. 20, 1883		
Hawarden, Iowa, to Iroquois, Dak.....	Chicago and North Western Rwy.....	126.37	Oct. 1, 1883		
Dickinson to Crivity, Wis.....	Wisconsin and Michigan R. R.....	10.83	Oct. 10, 1883		
Osceola to Decatur, Iowa.....	Des Moines, Osceola and Southern R. R.....	25.50	Old.	Oct. 11, 1883	Des Moines and Osceola R. P. O. extended to Decatur.
Kempton to Bloomington, Ill.....	Illinois Central R. R.....	57.77		Oct. 12, 1883	New service 22.27 miles Oct. 1, 1883. New R. R. service.
Tecumseh to Beatrice, Nebr.....	Republican Valley R. R.....	24.83	Nov. 1, 1883	Dec. 4, 1883	Nebraska City and Tecumseh R. P. O. extended to Beatrice.

Chippewa Falls to Eau Claire, Wis	Chippewa Falls and Northern R. R.	9. 16	Nov. 1, 1883	Nov. 1, 1883	Rice Lake and Chippewa Falls R. P. O. extended to Eau Claire.
Aberdeen to Mitchell, Dak	Chicago, Milwaukee and St. Paul Rwy' ..	129. 47	.....	Nov. 15, 1883	New service 80.61 miles Nov. 1. New R. R. service.
Smithborough to Centralia, Ill.	Jacksonville Southeastern R. R.	28. 25	Nov. 20, 1883	Nov. 20, 1883	Jacksonville and Smithborough R. P. O. extended to Centralia.
Batavia to Aurora	Chicago and Northwestern Rwy'	6. 73	Nov. 15, 1883	.....	
Ashland Junction to Ashland, Wis	Chicago, St. Paul, Minneapolis and Omaha Rwy'.	4. 64	Nov. 20, 1883	.....	
Cable to Bayfield, Wis	do	58. 62	Nov. 29, 1883	.....	
Morning Sun, Iowa, to Keithsburg, Ill ..	Central Iowa R. R.	17. 20	Dec. 1, 1883	.....	
Fargo to La Moure, Dak	Northern Pacific Rwy'	88. 15	.....	Dec. 1, 1883	New service 31.40 miles Dec. 1. New R. R. service.
L'Anse to Houghton, Mich	Marquette, Houghton and Ontonagon R. R.	31. 74	Dec. 1, 1883	.....	
Decatur to Leon, Iowa	Des Moines, Osceola and Southern R. R. ...	5. 80	Dec. 10, 1883	.....	
Castlewood to Watertown, Dak	Chicago and Northwestern Rwy'	14. 03	Dec. 10, 1883	.....	
Wakefield to Hartington, Nebr	Chicago, St. Paul, Minneapolis and Omaha Rwy'.	33. 80	Dec. 15, 1883	.....	
Winfield to Brighton, Iowa	Burlington and Northwestern R. R.	4. 39	Old.	Dec. 20, 1883	Burlington and Washington R. P. O. curtailed to end at Winfield and extended to Brighton.
Hartford to Eagle Bend, Minn	St. Paul, Minneapolis and Manitoba R. R. ...	10. 73	Jan. 1, 1884	.....	
Correctionville to Kingsley, Iowa	Chicago and North Western Rwy'	12. 60	Jan. 5, 1884	.....	
Egan to Woonsocket, Dak	Chicago, Milwaukee and St. Paul Rwy' ..	84. 50	.....	Jan. 15, 1884	New service 38.07 miles Jan. 15. New R. R. service.
Rush City, Minn., to Grantsburg, Wis	St. Paul and Duluth R. R.	17. 34	Feb. 1, 1884	.....	
East Plattsmouth, Iowa, to Plattsmouth, Nebr.	Chicago, Burlington and Quincy R. R.	1. 83	Feb. 1, 1884	.....	
Elmore, Minn., to Algona, Iowa	Chicago and North Western Rwy'	28. 60	Old.	Feb. 4, 1884	Lake Crystal and Elmore R. P. O. extended to Eagle Grove, Iowa.
Monica, Wis., to Watersmeet, Mich	Milwaukee, Lake Shore and Western R. R.	52. 05	Feb. 5, 1884	.....	
Kenesaw to Holdrege, Nebr	Nebraska and Colorado R. R.	40. 33	Feb. 20, 1884	.....	
Chester to Hebron, Nebr	do	11. 83	Feb. 20, 1884	.....	
Des Moines to Hudson, Iowa	Wisconsin, Iowa and Nebraska R. R.	96. 93	Feb. 25, 1884	Mar. 29, 1884	New service.
Dexterville Junction to Vesper, Wis	Wisconsin, Pittsville and Superior R. R. ...	19. 75	Feb. 25, 1884	.....	
Eldora to Iowa Falls, Iowa	Chicago, Iowa and Dakota R. R.	15. 69	Mar. 20, 1884	.....	
Chicago to Galesburg, Ill	Chicago, Burlington, and Quincy R. R.	163. 50	Old.	Mar. 21, 1884	Galesburg and Kansas City R. P. O. curtailed to end at Quincy, Ill., and extended to commence at Chicago.
Chicago, Ill., to Portage, Wis	Chicago, Milwaukee and St. Paul Rwy'	176. 90	Old.	Mar. 28, 1884	New service.
Moorehead to Halstead, Minn	St. Paul, Minneapolis and Manitoba Rwy'.	34. 41	Apr. 1, 1884	.....	
Dubuque, Iowa, to Freeport, Ill	Illinois Central R. R.	68. 80	Old.	Apr. 23, 1884	Freeport and Centralia R. P. O. curtailed to begin at Mendota, and Dubuque and Mendota R. P. O. established.
McCook, Nebr., to Denver, Colo	Burlington and Mo. River R. R. in Nebraska.	255. 53	Old.	Apr. 29, 1884	New service.
Greenfield to Kampsville, Ill	Litchfield, Carrollton and Western R. R. ...	22. 90	May 1, 1884	.....	
Wells, Minn., to La Crosse, Wis	Chicago, Milwaukee and St. Paul Rwy'	150. 62	Old.	May 6, 1884	Mankato and Wells R. P. O. extended to La Crosse, Wis.
Keithsburg, Ill., to Burlington, Iowa	Chicago, Burlington and Quincy R. R.	32. 30	Old.	May 7, 1884	Galva and Keithsburg R. P. O. extended to Burlington, Iowa.
Genoa to Fullerton, Nebr	Omaha, Niobrara and Black Hills R. R.	14. 54	May 10, 1884	.....	
Beatrice to Lincoln, Nebr	Omaha and Republican Valley R. R.	39. 69	May 10, 1884	.....	

TABLE L¹.—Statement of new service established in the United States during the fiscal year ended June 30, 1884—Continued.

SIXTH DIVISION—Continued.

New service.	Corporate title of company.	Distances.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Fergus Falls, Minn., to Milnor, Dak.....	Northern Pacific, Fergus and Black Hills R. R.	Miles. 66.91	June 2, 1884	.....	
Carroll to Maple River, Iowa.....	Chicago and Northwestern Rwy.....	4.20	Old.	June 8, 1884	Maple River and Mapleton R. P. O. extended to begin at Carroll.
De Witt to Tobias, Nebr.....	Nebraska and Colorado R. R.....	23.74	June 10, 1884	.....	
Aberdeen to Ipswich, Dak.....	Chicago, Milwaukee and St. Paul R. R.....	26.33	June 10, 1884	.....	
Shoshone to Ontario Station, Idaho.....	Oregon Short Line R. R.....	175.36	.....	Jan. 25, 1884	Granger and Shoshone R. P. O. extended to Ontario Station, 71.31 miles Sept. 1, and 104.05 miles June 25, New R. R. Service.
Ontario Station to Weiser Station, Idaho....	Oregon Short Line R. R.....	21.88	Mar. 19, 1884	Apr. 9, 1884	Granger and Ontario Station R. P. O. extended to Weiser Station.
Davenport to Washington, Iowa.....	Chicago, Rock Island and Pacific.....	65.50	Old.	June 27, 1884	Washington and Knoxville R. P. O. extended to begin at Davenport.

SEVENTH DIVISION.

Terrene, Miss., to Jacksonport, Ark.....	S. C. D. and Pac. R. R.....	390.50	.....	July 1, 1883	Steamboat service.
Silver City to Deming, N. Mex.....	St. L., I. M. and S. Rwy.....	47.70	July 2, 1883	.....	
Neelyville to Doniphan, Mo.....	S. J. and Desloge Rwy.....	20.09	do.....	July 15, 1883	
Bonne Terre to Summitville, Mo.....	St. L. and S. F. Rwy.....	13.20	.....	.....	
Sparta to Chadwick, Mo.....	C. G. and N. W. Rwy.....	6.72	July 16, 1883	.....	
Advance to Idlewild (n. o.), Mo.....	A. and P. Rwy.....	12.14	July 20, 1883	.....	
Williams, Ariz., to Needles, Cal.....	L. T. and S. W. Rwy.....	196.90	Aug. 1, 1883	Aug. 1, 1883	Albuquerque and Williams R. P. O. extended to Needles.
Leavenworth to Topeka, Kans.....	do.....	57.40	40.27, old.	Aug. 10, 1883	Now service.
Oscalosa to Meriden June. (n. o.), Kans..	T. and N. O. Rwy.....	17.13	Aug. 10, 1883	.....	
Beaumont to Sabine Pass, Tex.....	D. and R. G. Rwy.....	30.30	Aug. 10, 1883	.....	
Grand Junction, Colo., to Ogden, Utah....	do.....	348.14	Aug. 10, 1883	Aug. 10, 1883	Salida and Grand Junction R. P. O. extended to Ogden.
Colorado Springs to Manitou Sta., Colo....	St. L., Ft. S. and W. Rwy.....	5.40	Aug. 15, 1883	.....	
El Dorado to Wichita, Kans.....	.....	30.63	Aug. 15, 1883	Aug. 15, 1883	Ft. Scott and El Dorado R. P. O. extended to Wichita.

Spring City, Mo., to Jonesborough, Ark.	K. C., S. and M. Rwy	77.72	Sept. 1, 1883	Sept. 1, 1883	Spring City and Springfield R. P. O. extended to begin at Jonesborough.
Waco to McGregor, Tex.	T. and St. L. Rwy	19.20	Old.	Sept. 10, 1883	Texarkana and Waco R. P. O. extended to McGregor.
Boonville to Versailles, Mo.	Mo. Pac. Rwy	44.69	Old.	Sept. 13, 1883	New service.
Trinity to Chester, Tex.	do	53.85	Sept. 17, 1883		Steamboat service Hotchkiss and Memphis R. P. O. extended to commence at Elmot.
Rockingham to Woodville, Tex.	S. and E. Tex. Rwy	20.10	Sept. 17, 1883		
Rockingham to Beaumont, Tex.	do	73.52	53.42, old	Sept. 17, 1883	
Elmot, Ark., to Hotchkiss, Tenn.		3.00		Sept. 19, 1883	
Gunnison to Castleton, Colo.	D., S. P. and P. Rwy	13.29	Sept. 20, 1883		
Jonesborough to Texarkana, Ark.	T. and St. L. Rwy	293.68	Oct. 1, 1883	Oct. 1, 1883	Cairo and Jonesborough R. P. O. extended to Texarkana.
Del Rio to El Paso, Tex.	G. H. and S. A. Rwy	462.16	Oct. 1, 1883		
Houston to Alvin, Tex.	G., Colo. and S. F. Rwy	24.68	Oct. 8, 1883		Steamboat service.
Terrene, Miss., to Jacksonport, Ark.				Oct. 10, 1883	
Rusk to Alto, Tex.	K. and G. S. L. Rwy	12.03	Oct. 15, 1883	Oct. 15, 1883	Double daily postal car service established to take place of single daily.
Quincy, Ill., to Kansas City, Mo.	H. and St. J. R. R.	225.76	Old.		Double daily postal car service established to take place of single daily mail apartment service.
Saint Louis to Kansas City, Mo.	W., St. L. and P. Rwy	276.80	Old.	Nov. 1, 1883	Kansas City and Memphis R. P. O. established taking up Springfield and Ft. Scott R. P. O., Jonesborough and Springfield R. P. O. and that portion of Kansas City and Joplin R. P. O. between Kansas City and Ft. Scott.
Jonesborough, Ark., to Memphis, Tenn.	K. C., S. and M. Rwy	67.64	Nov. 1, 1883	Nov. 1, 1883	Double daily mail apartment line instead of single daily.
Kansas City to Springfield, Mo.	K. C., Ft. S. and G. Rwy	202.67	Old.	Nov. 1, 1883	
Sugar Loaf to Sunset, Colo.	G., St. L. and Pac. Rwy	3.78	Dec. 1, 1883		
McNeil to Magnolia, Ark.	T. and St. L. Rwy	7.17	Dec. 1, 1883		
Chester to Colmesneil, Tex.	Mo. Pac. Rwy	12.88	Dec. 1, 1883		
Denver to Salida, Colo.	D. and R. G. Rwy	217.21	Old.	Dec. 27, 1883	Salida and Ogden R. P. O. extended to begin at Denver.
Walnut to Chanute, Kans.	Southern Kans. Rwy	25.20	Feb. 1, 1884		
Idlewild (n. o.) to Puxico, Mo.	C. G. and S. W. Rwy	5.00	Feb. 1, 1884		
Kaufman to Kemp, Tex.	Texas Trunk R. R.	10.87	Feb. 1, 1884		
Longview to Easton, Tex.	G. S. and St. L. Rwy	13.77	Feb. 1, 1884		
Clinton to Consville, Mo.	K. C. and S. Rwy	11.55	Mar. 15, 1884		
Wichita to Cheney, Kans.	Wich. and Western Rwy	26.70	Apr. 1, 1884		
Ottawa to Emporia, Kans.	Southern Kansas Rwy	57.28	Apr. 10, 1884		
Riverside to Colona, Ark.	B. and B. R. R.	7.49	Apr. 15, 1884		
Rincon, N. Mex., to El Paso, Tex.	A., T. and S. F. R. R.	77.45	Old.	Apr. 18, 1884	New service—Albuquerque and El Paso R. P. O. Saint Louis and Springfield R. P. O. extended to Pierce City.
Springfield to Pierce City, Mo.	St. L. and S. F. Rwy	49.00	Old.	May 7, 1884	Arcadia and Cherry Vale R. P. O. instructed to include this branch.
Weir City Junc. to Weir, Kans.	K. C., Ft. S. and G. Rwy	3.88	May 15, 1884	May 15, 1884	
Las Vegas to Las Vegas Hot Springs, N. M.	A., T. and S. F. Rwy	10.89	May 15, 1884		Double daily service established on Kansas City and Harper R. P. O. between Kansas City and Independence.
Kansas City, Mo., to Independence, Kans.	Southern Kans. Rwy	166.16	Old.	June 2, 1884	

TABLE L¹.—Statement of new service established in the United States during the fiscal year ended June 30, 1884—Continued.

SEVENTH DIVISION—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Jacksonville to Tyler, Tex	K. and G. S. L. Rwy'	<i>Miles.</i> 29.74	June 2, 1884	.....	
Nutt Sta. (n. o.) to Lake Valley, N. Mex ..	A., T. and S. F. R. R.	13.73	June 10, 1884	.....	
Washington to Ozan, Ark	Ark. and La. Rwy'	6.00	June 16, 1884	.....	

EIGHTH DIVISION.

Mojave to Daggett, Cal	Southern Pacific R. R.	80.66	Apr. 13, 1883	.....	Was not in report for 1883.
Daggett to Needles, Cal	Southern Pacific R. R.	159.80	Sept. 26, 1883	.....	Mojave to Daggett, service extended to Needles.
Third Crossing to Missoula, Mont.	Northern Pacific R. R.	59.51	July 7, 1883	Oct. 12, 1883	New service, Walla Walla and Portland R. P. O.
Deer Lodge to Garrison, Mont	Utah and Northern R. R.	10.21	Aug. 31, 1883	Sept. 29, 1883	change runs to begin at Helena.
Belleville to Bishop's Station, Nev	Carson and Colorado R. R.	74.22	June 8, 1883	Sept. 14, 1883	Deer Lodge and Ogden R. P. O. extended to begin at Garrison, Mont.
Bishop's Station to Hawley's Station, Nev ..	Carson and Colorado R. R.	69.00	Aug. 4, 1883	May 2, 1884	Mound House and Candelaria R. P. O. extended to Bishop's Station.
Riddles to Julia, Oreg	Oregon and Cal. R. R.	36.47	July 2, 1883	Oct. 20, 1883	Mound House and Bishop's Station R. P. O. extended to Keeler.
Glendale to Grant's Pass, Oreg	Oregon and Cal. R. R.	33.87	Dec. 12, 1883	Dec. 14, 1883	Portland and Riddles R. P. O. extended to Julia.
Grant's Pass to Phoenix, Oreg	Oregon and Cal. R. R.	37.26	Feb. 27, 1884	Feb. 22, 1884	Portland and Glendale R. P. O. extended to Grant's Pass.
Phoenix to Ashland, Oreg	Oregon and Cal. R. R.	8.13	May 20, 1884	May 20, 1884	Portland and Grant's Pass R. P. O. extended to Phoenix.
Walla Walla to Dayton, Wash	Oregon Rwy' and Nav. Co.	40.05	Old.	Oct. 12, 1883	Portland and Phoenix R. P. O. extended to Ashland.
Palouse Junction to Colfax, Wash	Columbia and Palouse R. R.	89.18	Jan. 11, 1884	.....	Dayton and Wallula R. P. O.
Ironton Station to Silver City, Utah	Salt Lake and Western	4.20	Apr. 19, 1884	.....	New service.
San Francisco to Tulare, Cal	Central and South Pacific R. R.	251.12	Old.	Feb. 7, 1884	Do.
					This makes double daily service between these points.

NINTH DIVISION.

Alger Station to Alger Junction, Mich.....	Detroit, Bay City and Alpena.....	7. 86	Jan. 15, 1884	Apr. 18, 1884	{ Railroad service was established October 1, 1882, on the portion of this route between Tawas City and Prescott, Mich. R. P. O. service was established on the whole line from Au Sable to Alger Junction, Mich., April 18, 1884. White Cloud and Grand Rapids R. P. O. extended to Baldwin, Mich.
Au Sable to East Tawas, Mich.....	Detroit, Bay City and Alpena.....	12. 58	Jan. 15, 1884	Apr. 18, 1884	
Baldwin to White Cloud, Mich.....	Chicago and West Michigan.....	26. 85	Feb. 20, 1884	Feb. 20, 1884	
Caseville to Pontiac, Mich	Pontiac, Oxford and Pt. Austin	100. 73	Dec. 1, 1883	Jan. 7, 1884	
Lawton to Hartford, Mich.....	Toledo, Paw Paw and South Haven.....	20. 21	July 2, 1883	.. ..	
Meredith to Harrison, Mich.....	Flint and Pere Marquette.....	14. 78	May 1, 1884		Lenox and Jackson R. P. O. established February 23, 1884.
Pontiac to Jackson, Mich.....	Grand Trunk	70. 83	Feb. 20, 1884	Feb. 23, 1884	
Saint Louis to Ithaca, Mich	Detroit, Lansing and Northern.....	10. 58	Dec. 20, 1883	.....	
Toledo, Ohio, to Allegan, Mich	Michigan and Ohio.....	157. 64	Mar. 20, 1884	Apr. 14, 1884	

TABLE M^m.—Statement of annual salaries of railway postal clerks by classes.

Class.	Annual salary.	Number of railway postal clerks.	Aggregate annual salary.	Class.	Annual salary.	Number of railway postal clerks.	Aggregate annual salary.
5.....	\$1,400	56	\$78,400	1.....	\$640	2	\$1,280
5.....	1,300	519	674,700	1.....	620	2	1,240
4.....	1,150	588	676,200	1.....	610	1	610
3.....	1,000	1,408	1,408,000	1.....	600	37	22,200
2.....	900	571	513,900	1.....	580	2	1,160
2.....	890	5	4,450	1.....	570		
2.....	880	13	11,440	1.....	560	1	560
2.....	870	5	4,350	1.....	550	1	550
2.....	860	7	6,020	1.....	540		
2.....	855	1	855	1.....	520	2	1,040
2.....	850	14	11,900	1.....	510	1	510
2.....	840	14	11,760	1.....	500	11	5,500
2.....	830			1.....	480	1	480
2.....	820	11	9,020	1.....	450	1	450
2.....	810	11	8,910	1.....	440	1	440
1.....	800	497	397,600	1.....	420	1	420
1.....	790	2	1,580	1.....	410	1	410
1.....	780	7	5,460	1.....	400	3	1,200
1.....	770	6	4,620	1.....	360	3	1,080
1.....	760	13	9,880	1.....	320	1	320
1.....	750	5	3,750	1.....	300	5	1,500
1.....	740	7	5,180	1.....	240	2	480
1.....	730	6	4,380	1.....	180	4	720
1.....	720	39	28,080	1.....	150	1	150
1.....	710	2	1,420	1.....	120	1	120
1.....	700	17	11,900	1.....	100	1	100
1.....	690	3	2,070	1.....	60	1	60
1.....	680	7	4,760	1.....	12	15	180
1.....	670	2	1,340	1.....	1	23	23
1.....	660	1	660				
1.....	650	1	650	Total		3,963	3,946,018

Total number of railway postal clerks 3,963
 Aggregate annual salary \$3,946,018
 Average annual salary \$995 71

Statement of letters for Chicago city delivery, distributed in the 9th Division Railway Mail Service during the fiscal year ended June 30, 1884.

Month.	Daily number of trips.	Pack-ages distributed.	Pack-ages undistributed.	Number of letters, (counting 75 to the pack-age).	Remarks.
1883.					
October.....	1	2,298	262	172,350	Chicago, Ill., post-office checked no errors on this mail. This distribution was discontinued March 10, 1884, as change in time of arrival of train made it necessary to distribute this mail.
November.....	1	3,889	2,995	291,675	
December.....	1	3,542	2,286	265,650	
1884.					
January.....	1	3,349	1,101	251,175	
February.....	1	2,956	2,789	221,700	
March.....	1	460	451	34,500	
Total		16,494	9,884	1,237,050	

Statement of letters for New York city delivery, distributed in the 9th Division Railway Mail Service during the fiscal year ended June 30, 1884.

Month.	Daily number of trips.	Number of packages distributed.	Number of packages undistributed.	Number of incorrect slips.	Number of errors.	Number of mis-sent packages.	Number of letters, counting 75 to the package.	Number correct to each error.
1883.								
July	3	15,487	.....	339	792	8	1,161,525	1,466
August	3	15,899	5	421	817	1	1,192,425	1,459
September	3	15,937	.....	211	390	.....	1,195,275	3,064
October	3	17,011	.....	181	309	.....	1,275,825	4,128
November	3	17,107	138	378	717	2	1,283,025	1,789
December	3	15,967	.....	279	586	.....	1,197,525	2,043
1884.								
January	3	16,229	120	321	460	2	1,217,175	2,646
February	3	14,750	50	280	437	.....	1,106,250	2,510
March	3	15,220	.....	378	661	.....	1,141,500	1,726
April	3	15,125	.....	172	439	1	1,134,375	2,586
May	3	14,790	.....	342	561	3	1,109,250	1,977
June	3	13,271	.....	155	223	1	995,325	4,463
Total .....	.....	186,793	313	3,457	6,392	18	14,009,475	.....

Statement of separation of mail for New York city delivery from September, 1883, to June, 1884.

Month.	Name of railway post-office.	Trains.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Number of letters distributed (75 to the package).	Number correct to each error.	Order of merit in corrections.
1883.									
Sept ...	New York and Chicago	a4	15,937	.....	211	390	1,195,275	3,064	4
	Boston, Providence and New York ..	1	1,405	.....	.....	.....	105,375	.....	.....
	Boston, Springfield and New York ..	2	6,349	4	.....	.....	476,175	.....	.....
	New York and Washington	3	8,847	316	98	142	663,525	4,672	2
	New York and Pittsburgh b	4	14,038	1,300	191	316	1,052,850	3,331	3
	New York and Dunkirk	2	2,978	880	49	99	223,350	2,255	5
	Albany and New York	1	1,153	16	9	18	86,475	4,803	1
	Boston and New York c	1	716	.....	.....	.....	53,700	.....	.....
	Total	18	51,423	2,516	558	965	3,856,725	.....	.....
Oct	New York and Chicago	a4	17,011	.....	181	309	1,275,825	4,128	.....
	Boston, Providence and New York ..	1	1,579	15	.....	.....	118,425	.....	.....
	Boston, Springfield and New York ..	2	7,541	5	.....	.....	565,575	.....	.....
	Boston and New York	1	817	.....	.....	.....	61,275	.....	.....
	New York and Washington	3	10,331	551	169	252	774,825	3,074	3
	New York and Pittsburgh	4	16,414	1,143	276	448	1,231,050	2,747	4
	New York and Dunkirk	2	3,283	1,176	66	113	246,225	2,178	5
	Albany and New York	1	1,299	.....	17	22	97,425	4,427	1
	Total	18	58,275	2,890	709	1,144	4,370,625	.....	.....
Nov ...	New York and Chicago	a4	17,107	138	378	d717	1,283,025	1,788	4
	Boston, Providence and New York ..	1	1,383	.....	.....	.....	103,725	.....	.....
	Boston, Springfield and New York ..	2	7,871	.....	.....	.....	590,325	.....	.....
	Boston and New York	1	733	.....	.....	.....	54,975	.....	.....
	New York and Washington	3	10,947	e732	179	252	821,025	3,257	.....

a One of these trains works city mail only on Sundays.

b The cause of carrying in undistributed so much mail was double connection.

c This is a new train working city mail.

d Missent two packages of letters.

e The increase of mail unworked is accounted for by a change of schedule, which gives to train 62 the New York City mail from Washington and Charlotte Railroad, which formerly was forwarded on limited express.

Statement of separation of mail for New York city delivery, &c.—Continued.

Month.	Name of railway post-office.	Trains.	Packages distrib- uted.	Packages undis- tributed.	Incorrect slips.	Errors.	Number of letters distributed (75 to the package).	Number correct to each error.	Order of merit in corrections.
1883.									
Nov ...	New York and Pittsburgh	4	14, 933	a1, 865	276	430	1, 119, 975	2, 604	3
	New York and Dunkirk.....	2	3, 466	b559	119	193	259, 950	1, 346	5
	Albany and New York.....	1	1, 118	b105	14	22	83, 850	3, 810	1
	Total.....	18	57, 558	3, 399	967	1, 614	4, 316, 850	.....	.....
Dec....	New York and Chicago	c4	15, 967	138	279	586	1, 197, 525	2, 043	5
	Boston, Providence and New York..	1	1, 466	.....	(d)	(d)	109, 950	.....	.....
	Boston, Springfield and New York..	2	9, 112	.....	(d)	(d)	683, 400	.....	.....
	Boston and New York.....	1	814	.....	(d)	(d)	61, 050	.....	.....
	New York and Washington.....	3	11, 387	e1, 731	109	167	854, 025	5, 113	1
	New York and Pittsburgh	4	16, 006	1, 136	163	f256	1, 200, 450	4, 688	2
	New York and Dunkirk.....	2	4, 383	165	76	102	328, 725	3, 221	4
	Albany and New York.....	1	1, 217	129	16	22	91, 275	4, 148	3
	Total.....	18	60, 352	3, 299	643	1, 133	4, 526, 400	.....	.....
1884.									
Jan....	New York and Chicago	c4	16, 129	120	321	g460	1, 209, 675	2, 631	4
	Boston, Providence and New York..	1	1, 437	55	(d)	(d)	107, 775	(d)	(d)
	Boston, Springfield and New York...	2	8, 993	35	(d)	(d)	674, 475	(d)	(d)
	Boston and New York.....	1	753	.....	(d)	(d)	56, 475	(d)	(d)
	New York and Washington.....	3	11, 088	927	90	123	831, 600	6, 760	1
	New York and Pittsburgh	4	16, 809	682	215	333	1, 260, 675	3, 785	2
	New York and Dunkirk.....	2	4, 288	47	69	140	321, 600	2, 296	5
	Albany and New York.....	1	1, 321	.....	18	29	99, 075	3, 415	3
	Total.....	18	60, 818	1, 866	713	1, 085	4, 561, 350	.....	.....
Feb....	New York and Chicago	4	14, 750	50	280	437	1, 106, 250	250	5
	Boston, Springfield and New York...	2	7, 351	51	(d)	(d)	551, 325	(d)	(d)
	Boston, Providence and New York...	1	1, 284	88	(d)	(d)	96, 300	(d)	(d)
	Boston and New York	1	768	.....	(d)	(d)	57, 600	(d)	(d)
	New York and Washington.....	3	9, 310	h1, 077	89	132	698, 250	5, 288	1
	New York and Pittsburgh	4	14, 106	i1, 318	j232	397	1, 057, 950	2, 664	4
	New York and Dunkirk.....	2	4, 199	47	j53	90	314, 925	3, 498	2
	Albany and New York.....	1	1, 168	45	j17	26	87, 600	3, 368	3
	Total.....	18	52, 936	2, 676	671	1, 082	3, 970, 200	.....	.....
Mar ...	New York and Chicago k.....	4	15, 220	.....	378	661	1, 141, 500	1, 726	5
	Boston, Springfield and New York...	2	6, 749	.....	(d)	(d)	506, 175	(d)	(d)
	Boston, Providence and New York ..	1	1, 546	.....	(d)	(d)	115, 950	(d)	(d)
	Boston and New York	1	766	57	(d)	(d)	57, 450	(d)	(d)
	New York and Washington	3	10, 698	559	l124	222	802, 350	3, 613	1
	New York and Pittsburgh	4	17, 873	564	m207	389	1, 340, 475	3, 445	2
	New York and Dunkirk.....	2	4, 574	159	69	120	343, 050	2, 853	3
	Albany and New York.....	1	1, 252	.....	22	42	93, 900	2, 236	4
	Total.....	18	58, 678	1, 339	800	1, 434	4, 400, 850	.....	.....

a The large amount of mail unworked is explained by Chief Clerk Hughes as follows: "The bulk of the mail unworked is by train 8, and is owing to the "Limited" connections being received at Harrisburg, which so increases all their work as to render it impossible for clerks to get through."

b No city mail worked on this railroad on election day.

c One train worked mail only on Sunday.

d No data.

e A large part of this mail was unworked because of extremely heavy State mail; also because of trains failing to receive regular connections from the South at Washington, D. C.; also on one day (31st), on day line, on account of receiving the United States Treasury letters containing the checks for interest on United States Government bonds, which made the mails so heavy that no city mail was worked.

f One misdirected package.

g Also two missent packages during the month in New York and Chicago R. P. O.

h All the mail unworked by fast mail and day line caused by double connections from the South on 8th instant through sudden illness of clerk in charge on fast mail.

i The cause of so much mail being unworked was double connections received on account of flood.

j One misdirected package on Albany and New York, New York and Dunkirk, and New York and Pittsburgh R. P. O's.

k Nothing unworked in New York and Chicago R. P. O. for the first time since New York City distribution began.

l Misdirected packages during March in New York and Washington R. P. O.

m Misdirected packages during March in New York and Pittsburgh R. P. O.

Statement of separation of mail for New York city delivery, &c.—Continued.

Month.	Name of railway post-office.	Trains.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Number of letters distributed (75 to the package).	Number correct to each error.	Order of merit in corrections.
1884.									
April..	New York and Chicago	4	15,125	.....	a172	439	1,134,375	2,583	5
	Boston, Springfield and New York..	2	6,913	.....	(b)	(b)	518,475	(b)	(b)
	Boston, Providence and New York..	1	1,520	.....	(b)	(b)	114,000	(b)	(b)
	Boston and New York	1	731	.....	(b)	(b)	54,725	(b)	(b)
	New York and Washington	3	10,943	108	111	199	820,825	4,124	1
	New York and Pittsburgh	4	17,464	130	251	389	1,309,800	3,366	2
	New York and Dunkirk	2	4,399	121	75	120	329,925	2,748	3
	Albany and New York	1	1,372	.....	19	38	102,900	2,707	4
	Total.....	18	58,467	359	628	1,185	4,385,025	.....	.....
May ...	New York and Chicago	4	14,790	.....	342	c561	1,109,250	1,958	6
	Boston, Springfield and New York..	2	6,235	.....	95	141	467,625	3,315	4
	Boston, Providence and New York..	1	1,511	(b)	(b)	.....	113,325	(b)	(b)
	Boston and New York	1	825	(b)	(b)	.....	61,875	(b)	(b)
	New York and Washington	3	9,678	124	92	140	725,850	5,184	1
	New York and Pittsburgh	4	16,558	.....	170	278	1,241,850	4,466	3
	New York and Dunkirk	2	4,746	.....	79	130	355,950	2,736	5
	Albany and New York	1	1,491	d50	18	23	111,825	4,861	2
	Total.....	18	55,834	224	796	1,273	4,187,550	.....	.....
June . .	New York and Chicago	4	13,271	.....	e155	223	995,325	4,462	5
	Boston, Springfield and New York..	2	6,627	26	17	22	497,025	22,546	1
	Boston, Providence and New York..	1	1,418	.....	9	13	106,350	8,179	2
	Boston and New York	1	829	.....	36	49	62,175	1,268	8
	New York and Washington	3	7,983	14	83	119	598,725	5,030	3
	New York and Pittsburgh	4	14,628	f76	206	304	1,097,100	3,607	6
	New York and Dunkirk	2	4,353	9	81	124	326,475	2,632	7
	Albany and New York	1	1,624	9	21	26	121,800	4,679	4
	Total.....	18	50,733	134	608	880	3,804,975	.....	.....

a One missent package in New York and Chicago R. P. O. during the month.

b No data.

c Three missent packages on New York and Chicago during this month.

d Had an old car (No. 4, Syracuse, Auburn and Rochester), and no account to work any New York City mail on May 14.

e One missent package in New York and Chicago R. P. O.

f The cause which led to any New York City mail being unworked was the mispiling of a pouch of said mail by clerks on western division.

Statement of separation of mail for Philadelphia city delivery.

Month.	Name of railway post-office.	Trains.	Packages distrib- uted.	Packages undis- tributed.	Incorrect slips.	Errors.	Number of letters distributed (75 to the package).	Number correct to each error.	Order of merit in corrections.
1883.									
Oct....	New York and Pittsburgh <i>a</i>								
	New York and Washington.....	1	851		0	0	63,825		
	New York and Philadelphia.....	1	627		0	0	47,025		
	Total.....	2	1,478		0	(b)	110,850		
Nov...	New York and Pittsburgh	2	6,977	c161	0	0	523,275		
	New York and Washington.....	1	915	28	0	0	68,625		
	New York and Philadelphia	1	662		0	0	49,650		
	Total.....	4	8,554	189	0	(b)	641,550		
Dec....	New York and Pittsburgh	2	7,152	c942	(a)	(a)	536,400	(a)	(a)
	New York and Washington.....	1	1,135	d122	(a)	(a)	85,125	(a)	(a)
	New York and Philadelphia	1	813		(a)	(a)	60,975	(a)	(a)
	Total.....	4	9,100	1,064			682,500		
1884.									
Jan....	New York and Pittsburgh	2	7,636	62	(a)	(a)	572,700	(a)	(a)
	New York and Washington.....	1	1,119	e106	(a)	(a)	83,925	(a)	(a)
	New York and Philadelphia	1	773	f23	(a)	(a)	57,975	(a)	(a)
	Total.....	4	9,528	191			714,100		
Feb....	New York and Pittsburgh	2	7,317		(a)	(a)	548,775	(a)	(a)
	New York and Washington.....	1	1,055	9	(a)	(a)	79,125	(a)	(a)
	New York and Philadelphia	1	939		(a)	(a)	70,425	(a)	(a)
	Total.....	4	9,311	9			698,325		
March.	New York and Pittsburgh	2	7,736	g156	(a)	(a)	580,200	(a)	(a)
	New York and Washington.....	1	1,116	h16	(a)	(a)	83,700	(a)	(a)
	New York and Philadelphia	1	931		(a)	(a)	69,825	(a)	(a)
	Total.....	4	9,783	172			733,725		
April..	New York and Pittsburgh	2	8,323	i106	(a)	(a)	624,225	(a)	(a)
	New York and Washington.....	1	1,125		(a)	(a)	84,375	(a)	(a)
	New York and Philadelphia	1	1,196		(a)	(a)	89,700	(a)	(a)
	Total.....	4	10,644	106			798,300		
May...	New York and Pittsburgh	2	8,122	i40	20	35	609,150	17,403	2
	New York and Washington.....	1	965		3	5	72,375	14,475	3
	New York and Philadelphia	1	1,057		2	3	79,275	26,424	1
	Total.....	4	10,144	40	25	43	760,800		
June...	New York and Pittsburgh	2	7,351		24	35	551,325	15,751	2
	New York and Washington.....	1	969		3	5	72,675	14,534	3
	New York and Philadelphia	1	1,252		2	3	93,900	31,299	1
	Total.....	4	9,572		29	43	717,900		

a No data.*b* Philadelphia post-office does not check errors.*c* Caused by insufficient force.*d* All unworked on one day caused by receiving the letters from United States Treasury containing checks for interest on Government bonds. This large addition to usual mails rendered it impossible to work any city letters.*e* All unworked on one day; cause, a double delayed mail and regular clerk not on duty.*f* Arrangements have been made which it is expected will prevent any more mail being unworked on New York and Philadelphia R. P. O.*g* On the date when this mail was unworked Train No. 10 received all Train No. 8 connections as well as their own, consequently failed to work all.*h* On the date when this mail was unworked Train No. 40 received a delayed southern connection.*i* Mail undistributed was caused by being one clerk short and giving New York City mail the preference.

Statement of letters for Washington, D. C., city delivery, distributed in R. P. O., from December, 1883, to June, 1884, inclusive.

Month.	Railway post-office.	Daily trips.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Number of letters distributed, at 75 to the package, by all railway post-offices.	Number correct to each error.	Order of merit.
December .	Baltimore and Grafton	3	4,081	*2,386	52	58	} 601,500	4,289	{ 2 3 1
	Washington and Charlotte ...	2	2,108	.....	37	57			
	Washington and Richmond ..	2	1,831	.....	24	25			
	Total for December .....	.....	8,020	2,386	113	140			
January ...	Baltimore and Grafton	3	3,748	*1,965	32	42	} 939,450	7,961	{ 3 2 1
	Washington and Charlotte ...	2	3,725	.....	34	41			
	Washington and Richmond ..	2	5,053	.....	24	35			
	Total for January .....	.....	12,526	1,965	90	118			
February ..	Baltimore and Grafton	3	2,675	*1,701	22	30	} 610,625	8,979	{ 3 1 2
	Washington and Charlotte ...	2	3,141	367	17	19			
	Washington and Richmond ..	2	2,459	29	18	19			
	Total for February .....	.....	8,275	2,097	57	68			
March	Baltimore and Grafton	3	4,309	*5,467	30	38	} 792,825	6,052	{ 1 3 2
	Washington and Charlotte ...	2	3,739	.....	42	59			
	Washington and Richmond ..	2	2,523	.....	23	34			
	Total for March .....	.....	10,571	5,467	95	131			
April	Baltimore and Grafton	3	3,350	*6,971	16	22	} 721,500	7,287	{ 1 3 2
	Washington and Charlotte ...	2	3,356	.....	40	44			
	Washington and Richmond ..	2	2,914	.....	31	33			
	Total for April .....	.....	9,620	6,971	87	99			
May	Baltimore and Grafton	3	4,147	*4,639	25	40	} 758,550	8,428	{ 2 3 1
	Washington and Charlotte ...	2	3,520	.....	28	34			
	Washington and Richmond ..	2	2,447	.....	15	16			
	Total for May .....	.....	10,114	4,639	68	90			
June	Baltimore and Grafton	3	5,024	*2,826	22	26	} 782,700	10,870	{ 2 3 1
	Washington and Charlotte ...	2	3,119	.....	26	35			
	Washington and Richmond ..	2	2,293	.....	10	11			
	Total for June .....	.....	10,436	2,826	58	72			

* The large amount of unworked Washington, D. C., mail reported by the Baltimore and Grafton railway post-office was due to want of sufficient force to make the distribution. The line had more work than it could do before they were required to distribute Washington City mail, hence the large amount of the latter reported unworked.

CASUALTIES.

July 1, 1883.—Salida and Grand Junction R. P. O. train No. 7, bound east, was wrecked 9 miles east of Grand Junction, Colo. Four cars left the track. Mail apartment was a complete wreck. Clerk J. W. Harvey, in charge, was considerably bruised, but not incapacitated for duty. The mails were saved, though delayed 13 hours.

July 4, 1883.—Palestine and Laredo R. P. O. train No. 502, north bound, collided with a coal train near Austin, Tex., materially damaging the mail apartment. Clerk-in-Charge Charles Thompson slightly injured. The mails sustained no damage.

July 5, 1883.—Charlotte and Atlanta R. P. O. train No. 53 was badly wrecked near Central, S. C. Clerks Hills and Myers were painfully injured. All mails were recovered.

July 13, 1883.—Saint Joseph and Albany R. P. O. train No. 2 was struck by a tornado a few miles from Albany. Engine, mail apartment, and coaches were blown over and badly damaged. No mails were lost. Clerk in charge, J. B. Twist, was slightly bruised.

July 13, 1883.—Burlington and La Clede R. P. O., south bound, was blown from the track about $1\frac{1}{2}$ miles from Browning, Mo. No mail was lost and but one letter damaged. Clerk J. W. Barlow sustained very severe bruises about the arm and leg.

July 16, 1883.—Texarkana and Houston R. P. O. train No. 303 south bound from Texarkana, collided with a freight train near Sulphur Station, Tex. Mail apartment was wrecked and 10 sacks of paper mail were considerable damaged by escaping steam from the engine; they were, however, forwarded to destination.

July 16, 1883.—Saint Paul and Elroy R. P. O., bound east, collided with a freight train between Knapp and Menomonee, Wis. Mail car No. 302 was completely destroyed. J. M. Fausch miraculously escaped injury. A portion of the mail was considerably damaged, but none was lost.

July 17, 1883.—Bristol and Chattanooga R. P. O., night line, bound east, was thrown from the track a short distance east of Knoxville, Tenn., by a misplaced switch. The mail car was badly damaged, but the mails were saved and forwarded to destination.

July 17, 1883.—Vanceborough and Bangor R. P. O. postal car No. 563, day line, was thrown from the track near Kingman, Me., and badly damaged. No one was injured, and all the mails saved.

July 19, 1883.—Sedalia and Kansas City R. P. O. train No. 43, west-bound, was wrecked near Hughesville, Mo., resulting from a washout. The entire train was derailed; the mail and baggage car and two coaches were thrown on their sides. Mail was somewhat damaged by water and dirt, but it was forwarded to destination. Clerk-in-Charge J. T. W. McKeen was severely bruised about the head and back, incapacitating him for duty for some time.

July 19, 1883.—Jacksonville and Pensacola R. P. O., east bound, was thrown from the track 5 miles west of Tallahassee, Fla. E. T. Griffin, clerk in charge, was seriously injured. No mails were lost.

July 21, 1883.—Winona and Tracy R. P. O., bound east, was struck by a tornado when about $1\frac{1}{2}$ miles west of Owatonna, Minn. The entire train, excepting the engine, was blown from the track. The postal car turned over several times and rolled down an embankment. Julius

Kirschstein, clerk in charge, was considerably bruised. The mails were damaged by dirt and water, and though in bad condition were forwarded to destination.

July 28, 1883.—New York and Washington R. P. O. "fast mail" ran off the track at the corner of South Capitol street and Virginia avenue, Washington, D. C., owing to a misplaced switch. The engine and postal car were considerably damaged. No one injured. The mails were found in good condition; transferred and forwarded to destination.

August 5, 1883.—Kansas City and Deming R. P. O. train No. 105 was wrecked 12 miles south of Las Vegas, N. Mex., by a broken rail. Mail apartment was badly damaged, one side being crushed in. Clerks H. J. Babcock and H. E. Headington sustained slight injuries. No mails were lost. A number of sacks of paper mail were badly wet in the transfer from the damaged mail apartment to the baggage car, which was made during a heavy rain storm.

August 12, 1883.—Pueblo and Silverton R. P. O. train No. 6 was wrecked near Huerfano, Colo., caused by a washout. The entire train left the track and was turned over on its side. No mails were lost or injured. Substitute Clerk Jos. H. Laon severely bruised, but not incapacitated for duty.

August 15, 1883.—Statesville and Charlotte R. P. O., north bound, was derailed 4 miles from Charlotte, N. C. Mail considerably damaged by water from cooler, but was forwarded to destination. Clerk in charge slightly injured.

August 17, 1883.—Charlotte and Atlanta R. P. O. train No. 51 ran through an open switch at Charlotte, N. C., colliding with an extra engine, badly damaging both and breaking in letter end of postal car "Gainesville," destroying letter-cases, tables, pouch-rack, and stove. The fireman was fatally injured. No mail was lost or damaged. Postal Clerks Mattison and Crews escaped without injury.

August 18, 1883.—Montgomery and New Orleans R. P. O. train No. 4 met with serious accident at Bayou Sara, 9 miles north of Mobile, Ala. The engine, tender, and front end of baggage car were precipitated through the draw of the bridge. There was no special damage done to postal car, or loss of mails. Postal Clerk T. W. Lindsey was somewhat bruised by jumping from the car. Engineer Edward Brown was drowned.

August 21, 1883.—Memphis and Little Rock R. P. O. was wrecked about 4 miles west of Forest City, Ark., by breaking through a trestle. A small portion of the mail was lost and some 20 letters were damaged by oil. Postal Clerk J. E. Weaver slightly injured. Three persons were killed in the wreck and 7 injured. Mails were delayed 13 hours.

August 22, 1883.—Leavenworth and Miltonvale R. P. O. train No. 151 wrecked a short distance west of Winchester, Kans. Engine, one coach, and mail car derailed. H. Mott, postal clerk, escaped unhurt; reported a few letters missing.

August 23, 1883.—Richford and Concord R. P. O., north bound, collided with a freight train near Newport, Vt. Postal Clerk Herbert was thrown the whole length of his car, striking against the edge of the table. No loss, and but little damage to the mails.

August 23, 1883.—Louisville and Nashville R. P. O. train No. 2 ran into a coal train near Lebanon Junction, Ky., wrecking the train and damaging the postal car. J. C. Nisbet, clerk in charge, sustained a painful injury, his right hand being crushed. All of the mail was saved and forwarded to destination.

August 25, 1883.—Saint Louis, Moberly and Kansas City R. P. O.

train No. 2, east bound, was derailed $1\frac{1}{2}$ miles west of Moberly, Mo. G. A. Bailey, clerk in charge, was badly injured. No mails damaged or lost.

August 26, 1883.—Pittsburgh and Saint Louis R. P. O. collided with a freight train at Mingo Junction, Ohio, badly wrecking the postal car. Clerk W. M. Hoyt was fatally injured, and died the next morning. Clerk J. B. Newman was also badly hurt. The remaining clerks in the crew escaped without serious injury. All of the mail was saved.

September 3, 1883.—Boston and Waterbury R. P. O. east-bound mail car was badly damaged in an accident at New Britain, Conn. No mails were delivered east of Hartford.

September 6, 1883.—Des Moines, Percy and Albia R. P. O., east, collided with freight train near Albia, Iowa. Clerk T. J. West was severely injured about the head.

September 8, 1883.—Pueblo and Silverton R. P. O. train No. 5, Denver and Rio Grande Railway, was wrecked 2 miles west of Salt Creek, Colo. Mail apartment was considerably damaged. No mail was lost, although some was slightly damaged by oil.

September 8, 1883.—Salida and Ogden R. P. O. train No. 7, Denver and Rio Grande Railway, was wrecked between Thompson's Springs and Little Grand Station, Utah. The engine and mail car were derailed and rolled down an embankment. Clerk Dell Dickson was somewhat injured. No mails were lost, but about a dozen letters were damaged by oil.

September 10, 1883.—Atchison and Lenora R. P. O. train No. 64, Central Branch Union Pacific Railroad, was wrecked 2 miles east of Muscotah, Kans. Clerk E. A. Wentworth and J. B. Stanley, substitute, were considerably bruised. No mail lost or destroyed. Some sacks of local paper mail and a few letters were damaged by oil.

September 14, 1883.—Saint Louis, Moberly and Kansas City R. P. O. train No. 3, Wabash, Saint Louis and Pacific Railway, collided with east-bound express No. 4 at Arnold's Station, 7 miles east of Kansas City. The engines of both trains were completely wrecked, and the mail car of train No. 3 was badly damaged. H. A. Silver, railway postal clerk in charge, was severely cut and bruised and also injured about the spine. No mails were lost and none materially damaged.

September 15, 1883.—Boston and Wellfleet R. P. O. Clerk S. A. Hinckley was struck on the side quite violently by one end of the catcher. He had neglected to change the catcher for the south trip, and while the train was in motion one end of the catcher struck a switch frame, throwing the other end against Mr. Hinckley. He sustained injuries that incapacitated him for duty for some time.

September 15, 1883.—Cairo and Jonesborough R. P. O. ran into an engine of the Saint Louis, Iron Mountain and Southern Railway at the crossing near Bird's Point, Mo., completely wrecking the mail car and scattering the mail over the ground. The mail was not materially damaged. Clerk-in-Charge L. H. Lohr jumped from the car before the collision occurred and thus escaped injury.

September 17, 1883.—Council Bluffs and Kansas City R. P. O., north bound, collided with a freight train near Corning, Mo. The engines of the two trains were completely wrecked and the mail was scattered about the mail apartment, but none was lost or damaged. Clerk J. F. Johnson was thrown from the car upon a pile of railroad iron and sustained a compound fracture of his ankle, which disabled him from duty. Clerk R. M. Gallup escaped without injury.

September 17, 1883.—Texarkana and El Paso R. P. O. train No. 304 was derailed near Millsap, Tex. The letter mail was thrown from the cases

and badly mixed, but none was lost or damaged. Clerk W. M. Ward was thrown against the letter case and back over the paper rack, receiving considerable bruises. The mail was delayed 9 hours.

September 21, 1883.—Saint Louis and Texarkana R. P. O. train No. 604 was wrecked near crossing of Little Rock and Fort Smith Railway. The trucks under forward end of postal car were so badly broken that it was necessary to abandon the car.

September 27, 1883.—Granger and Shoshone R. P. O. collided with a gravel-train about 35 miles west of Granger, Wyoming, wrecking one platform of postal car and somewhat bruising Clerk E. Canniff. No mail was lost or injured.

September 29, 1883.—Texarkana and Houston R. P. O. north, train No. 452, collided with a freight car on siding at Dodge Station, Tex. The front end of mail car was entirely demolished, covering the mails 2 feet deep with *débris*. No mails were lost, however, nor materially damaged. The wreck occasioned a failure of service on this line for this date.

October 5, 1883.—Evansville and Nashville R. P. O., leaving Evansville, Ind., ran off track, overturning and demolishing mail car. Clerk M. Herstein slightly injured. No mail damaged or lost.

October 8, 1883.—Denison and Taylor R. P. O. train No. 154 was set on fire at Mastersville, Tex., by sparks from the engine. The mails and Government property therein were almost entirely destroyed, comprising forty-five canvas sacks, six leather pouches, and one box of type; four registered packages were saved intact, and the contents of three more were saved. Several packages of letters were recovered from the *débris* and turned over to the postmaster by C. B. Green, clerk in charge.

October 12, 1883.—Indianapolis and Decatur R. P. O. collided with two cars which were being switched about in making up a train at Houghville, Ind. W. D. Cannon, postal clerk, was precipitated from the mail car by the force of the collision, and was badly injured in the spine. Cars slightly damaged; mails uninjured.

October 13, 1883.—Atchison and Lenora R. P. O., leaving Atchison at 8 p. m., was wrecked near Clifton, Kans., by misplaced switch. Engine, mail apartment, and baggage car derailed and considerably damaged. Several letters damaged by oil, but were forwarded to destination. E. A. Wentworth, clerk in charge, uninjured.

October 15, 1883.—Saint Louis and Texarkana R. P. O. train No. 602, north-bound from Little Rock, Ark., four hours late, while rounding a curve near Iron Mountain, Mo., ran into the rear end of a freight train. Engine of mail train wrecked, and front end of postal car damaged; mails uninjured. D. McIlvaine, clerk in charge, and other clerks in crew, unhurt.

October 18, 1883.—Salida and Ogden R. P. O. train No. 8, leaving Ogden, Utah, October 17, was wrecked 14 miles west of Delta, Colo., by a large rock on the track. The engineer was killed; the fireman and R. O. G. Showell, postal clerk in charge, seriously injured. Mr. Showell was thrown several rods from his car by the force of the collision, severely bruising his face and chest and badly lacerating his left arm. He also received injuries to his spine, from the effects of which he was compelled to leave the service. The mail car was a total wreck, nothing remaining except the wheels and one end wall. A portion of the mails were badly injured, several large packages being rendered unfit to forward to destination; also several packages of merchandise.

October 22, 1883.—Cincinnati and Nashville R. P. O. train No. 1 was

thrown from the track by an open switch near Sulphur, Ky. Engine and postal car were thrown down an embankment; the latter turned on its side. Frank Lindsey, clerk in charge, was hurled against the counter of the paper-case, slightly injuring his body and right knee. No mails were damaged.

October 22, 1883.—Waycross and Chattahoochee R. P. O. train No. 8 wrecked at 210-mile post. Entire train thrown down an embankment and turned over. Large quantity of mail damaged by water from cooler and oil from lamps. H. R. Stewart, postal clerk, slightly bruised.

October 22, 1883.—Newton and Arkansas City R. P. O. collided with the Atchison, Topeka, and Santa Fé pay-car near Winfield, Kans. The front end of mail car was broken in and mails scattered, but were gathered up and forwarded to destination. Clerk in charge, S. W. Wilcox, was seriously injured.

October 23, 1883.—Cairo and Texarkana R. P. O. train No. 1 was wrecked near Pine Bluff, Ark., by spreading of the rails. Three coaches and baggage car left the track, seriously injuring several passengers. Mail cars, mails, and clerk in charge, C. Burkhardt, were not injured.

October 24, 1883.—Houston and Galveston R. P. O. L. C. June-man, postal clerk, was leaving the Houston post-office prepared to take his run. The mail wagon on which he was seated overturned, and he was thrown underneath it, seriously injuring him, on account of which he was unable to perform service for several days.

October 25, 1883.—Salida and Ogden R. P. O. train No. 7 was wrecked near Thistle, Utah, caused by a horse upon the track. The engine and mail car left the track and turned over. The engineer and L. H. Maffitt, substitute clerk, were badly injured. No mails were damaged.

October 26, 1883.—Texarkana, Whitesborough and Fort Worth R. P. O. train No. 332, east-bound, was wrecked by a broken rail near Clarkesville, Tex. Mail apartment and all the coaches left the track. N. W. Towne, clerk in charge, escaped without serious injury. No mails damaged.

October 29, 1883.—Cincinnati and Saint Louis R. P. O. train No. 4 jumped the track at Holton, Ind., wrecking the postal car. No mails were lost. None of the clerks injured.

October 30, 1883.—Pleasant Hill and Cedar Junction R. P. O. train No. 42, east-bound, was wrecked 2 miles east of Pleasant Hill, Mo. Mails were transferred to engine and taken to Pleasant Hill. None were lost. Postal Clerk J. O. Martin was uninjured.

October 31, 1883.—Newton and Lancaster R. P. O. train No. 1 was wrecked 1 mile north of Gastonia, N. C., upsetting the mail car and considerably damaging the mails. They were recovered, however, and forwarded to destination. No one injured.

October 31, 1883.—Boston and Troy R. P. O. train No. 33 collided with an engine and wrecking-car, $1\frac{1}{4}$ miles north of Troy depot, throwing most of the train from the track. Mail car No. 312, with two passenger coaches, were badly wrecked. Neither clerks nor mail were injured.

November 6, 1883.—New Orleans and Marshall R. P. O. train No. 401 ran into a split switch, at a point 3 miles west of New Orleans, and was ditched. The postal car was considerably damaged. The mail was very much soiled by dirt and water and oil from the broken lamps. It was gathered up and forwarded without any loss. Clerk H. A. Miller was not hurt.

November 8, 1883.—Texarkana, Whitesborough and Fort Worth R. P. O. train No. 331, Texas and Pacific Railway, collided with a freight train

near Whitesborough, Tex., badly wrecking the mail train and causing a delay of 17 hours to the mails. Clerk-in-Charge N. W. Townes was considerably cut and bruised.

November 17, 1883.—Cairo and New Orleans R. P. O. train N. 4 collided with express train No. 3 at a point 2 miles north of Bradford, Tenn. Clerks Clemons, Truly, and Crudup were on duty. Clemons was injured by cuts on right hand and left wrist; Truly was slightly injured on the right shoulder; Crudup was fatally injured and died on the 2d of December following. The letter mail was badly soiled and scattered, but it is believed that none was lost. Eight sacks of paper and a through registered pouch containing 34 registers were totally destroyed by fire, it being impossible to save them. The postal car was also burned.

November 19, 1883.—East Saginaw and Lakeview R. P. O. A fire occurred in the mail apartment at Saint Louis, Mich., while the clerk had gone to his dinner. One leather pouch, two catcher pouches, and several canvas sacks were destroyed. No mail was lost. The mail apartment was slightly burned.

November 20, 1883.—Columbia and Walhalla R. P. O. ran into a freight train about 40 miles west of Columbia, S. C., demolishing the engine and injuring the mail car. Clerk T. A. Sullivan sprained his ankle in jumping from the train. No mail was lost.

November 22, 1883.—Davenport and Cameron R. P. O. One of the lamps at the letter case was not working properly, and while Clerk R. Bird was trying to remedy the matter a piece of refuse wick flew into a box in the case, burning the ends of 14 letters, but not seriously injuring them.

November 24, 1883.—Deming and San Francisco R. P. O. train No. 19 was ditched near Gage Station, N. Mex., and attacked by train-robbers, who killed the engineer and shot several times at the fireman and the postal clerk, W. O. Swan, jr., without effect, however. They then boarded the train, robbing the conductor and passengers and the express car. They also ransacked the postal car, cutting open several packages of letters. No further damage was done to the mail.

November 26, 1883.—Oneida and New York R. P. O. Clerk L. S. Church, while transferring the mail from his car at Stockbridge, N. J., was thrown from the door by a sudden lurch of the car, and striking on his head, his neck was broken, killing him instantly.

December 3, 1883.—Jacksonville and Enterprise R. P. O. Steamer F. du Barry burned at Jacksonville, Fla. One sack of paper mail which had been left on board was so damaged that it could not be forwarded to destination. Register book and receipts, together with post-marking stamp and type of D. S. Tingley, postal clerk, were lost.

December 6, 1883.—Toledo and Mansfield R. P. O. While delivering the mail at Walbridge, Ohio, Postal Clerk James Ross slipped and fell from the train, receiving serious injuries.

December 8, 1883.—Quincy and Trenton R. P. O. was derailed near Green Castle, Mo. Clerk J. W. Potter slightly injured; no mail lost or damaged.

December 9, 1883.—Charleston and Jacksonville R. P. O. collided with mail train on Brunswick and Western Railroad (Brunswick and Albany R. P. O.) at Way Cross, Ga. The mail car on the latter train was completely demolished, but clerks and mail escaped uninjured.

December 9, 1883.—Saint Louis and Texarkana R. P. O., when near North Berne, Ark., north bound, the axle on tender broke, tearing away the front trucks of the postal car, thereby letting the body of the car

down on the track, in which condition it was dragged about 300 yards. Train delayed 7 hours; clerks and mail uninjured.

December 10, 1883.—Tracy and Pierre R. P. O., east-bound, thrown from the track 3 miles west of Wolsey, Dak., by broken axle on tender. Stove in postal car turned over and two letters burned. About 50 letters saturated with oil from the lamps. Car slightly damaged.

December 10, 1883.—Saint Louis and Halstead R. P. O., east-bound, when near Marshfield, Mo., a lamp in the postal car exploded, and the burning oil damaged about 200 ordinary and 75 registered letters. Several of the latter were so badly burned that they could not be forwarded to destination.

December 11, 1883.—Texarkana and McGregor R. P. O. Train No. 2 was wrecked near Gilmer, Tex., by a spreading of the rails. Postal car thrown from the track and badly damaged. Mail considerably damaged by oil and water, but all forwarded. Train delayed 14 hours.

December 12, 1883.—Saint Louis and Springfield R. P. O. Sack of paper mail fell against the heater and was somewhat burned; all but two packages were forwarded to destination.

December 14, 1883.—Dresden and Cincinnati R. P. O., east bound, collided with freight train at McCluney, Ohio. Postal Clerk Looker slightly injured. No mail lost or damaged.

December 17, 1883.—Jacksonville and Pensacola R. P. O., east division, bound east, was thrown from the track near Houston, Fla. Postal Clerk Griffin slightly injured. No mail damaged.

December 20, 1883.—Burlington and Laclede R. P. O., bound north, was derailed between Willits and Boyer's Station, Iowa. Postal Clerk Thompson injured about the right shoulder. No mail lost or damaged.

December 20, 1883.—Grafton and Chicago R. P. O. wrecked near Belton, W. Va. Postal car thrown from the track down an embankment. Clerks and mail uninjured. Train delayed 11 hours.

December 21, 1883.—Salisbury and Warm Springs R. P. O., east-bound, left the track and rolled down an embankment near Asheville, N. C. Postal car wrecked and mail slightly damaged.

December 23, 1883.—Albuquerque and Needles, R. P. O. east-bound, 3 miles east of Winslow, Ariz., left the track and fell down a high embankment; clerk slightly hurt and mail uninjured; mail delayed 13 hours.

December 22, 1883.—Danville and Olney R. P. O., bound north, was thrown from the track $2\frac{1}{2}$ miles north of Casey, Ill., by a spreading of the rails. Postal car turned over on its side; clerk uninjured; no mail lost or damaged.

December 23, 1883.—Indianapolis and Louisville R. P. O., south-bound, was wrecked near Franklin, Ind., by a spreading of the rails. Postal car totally wrecked; Clerk C. M. Anthony somewhat bruised; no mail lost or damaged.

December 23, 1883.—Montgomery and Selma R. P. O. train No. 31 was thrown from the track by a broken rail, 4 miles from Montgomery, Ala.; clerks unhurt; mail not damaged.

December 24, 1883.—Bangor and Boston R. P. O. train No. 71 was wrecked at Greenland, N. H., by the breaking of a switch-rod while the train was passing over it. The rear portion of the train was thrown upon the side-track, where, coming in contact with the engine of a freight train, it was thrown from the rails, telescoping the postal car which stood upon the main track. The latter was a complete wreck, but the mails were gathered up, and it is thought that none were lost. Clerks uninjured. Train delayed 12 hours.

December 25, 1883.—Philadelphia and Harrisburgh R. P. O. train No. 71 collided with "limited" express at Landesville, Pa.; Clerk Getz slightly injured in the leg; no damage to the mail.

December 28, 1883.—Ogden and San Francisco R. P. O., bound east, ran into a freight car at the mouth of the Bloomer Cut. The timbers of the snow-shed falling upon the postal car caused some slight damage. All of the glass was broken in, doors and windows and tin roofing torn off. Clerks and mail uninjured.

December 29, 1883.—Kansas City and Pueblo R. P. O., bound west, collided with a freight train at Emporia, Kans. The front end of the postal car was crushed in, but clerks escaped uninjured. Mails were considerably delayed, but not damaged.

January 3, 1884.—Chicago and Saint Louis R. P. O. on trip south, the Searle heater in mail car No. 33 exploded, setting fire to some of the mail matter, including three registered pouches. The damage was very slight, several packages being scorched, one letter and one postal card burned; no one injured.

January 4, 1884.—Louisville and Warm Springs R. P. O., south-bound, when near Careyville, Tenn., was wrecked. The engine was thrown from the track, pulling with it the mail car. The mails were transferred without loss or damage. No one injured.

January 4, 1884.—Kansas City and Denver R. P. O. train No. 102, leaving Denver, Colo., collided with rear end of a freight near River Bend, Colo. Engine and front end of postal car badly damaged. Neither mails nor clerks were injured.

January 4, 1884.—Fargo and La Moure R. P. O., bound east, struck a broken rail at Cabron, 36 miles west of Fargo. The entire train, except engine, was wrecked. No mails were damaged or lost.

January 4, 1884.—Tracy and Redfield R. P. O., east bound, struck the rear of a freight train standing on main track between Henry and Vera, Dak.; the shock threw the letter mail out of the case, but nothing was damaged or lost. At 10.30 p. m., while the passenger train was standing at the scene of the accident, it was struck in the rear by an engine and snow-plow. The mail car was partially telescoped by a coach and took fire. All letter and registered mail was saved. One-third sack of papers, 12 pouches and locks, six canvas sacks, one package of receipts for registered matter, and a few other supplies were burned. Clerk-in-Charge Jesse Nunn seriously injured. All mail was saved. Postal Clerk Van Zandt escaped uninjured.

January 5, 1884.—The Tracy and Pierre R. P. O., east-bound, was wrecked 4 miles west of Volga, Dak., caused by snow-drifts. The mail car was thrown upon its side; some of the mail was considerably damaged by oil, but all was forwarded to destination; no one was injured.

January 5, 1884.—Louisville and Mount Vernon R. P. O. train No. 1 was derailed near Winslow, Ind. The engine and mail car were thrown from the track and considerably damaged.

January 7, 1884.—The Omaha and Stromsburgh R. P. O., east-bound, was thrown from the track about 3 miles east of Valparaiso, Nebr. The mail car was badly damaged. A few supplies but no mails were lost; no one injured.

January 7, 1884.—Denison and Houston R. P. O., south-bound, when nearing Kasse, Tex., B. S. Hamilton, postal clerk, looked out of his car preparatory to delivering mail, and was struck on the head by a freight car on a siding and instantly killed. The registered matter was taken charge of by postmaster at Bremond, Tex., the car locked

and sent to Houston, where the mails were properly distributed and forwarded to destination.

January 7, 1884.—Cincinnati and Nashville R. P. O. was wrecked at O'Bannon Station, 15 miles north of Louisville, Ky. None of the clerks or mail were injured.

January 8, 1884.—The Macon and Brunswick R. P. O. was thrown from the track by a broken rail near Graham, Ga. No damage done.

January 15, 1884.—The Clifton Forge and Huntington R. P. O. train No. 5 collided with a freight train about 1 mile west of Clifton Forge, Va. The mail car was badly damaged; clerk and mails uninjured.

January 16, 1884.—New Orleans and Marshall R. P. O., bound east, when near Lamourie Bridge, La., the axle of tender broke. The mail car was thrown from the track. No mails were lost or damaged.

January 16, 1884.—Ogdensburgh and Rome R. P. O. was thrown from the track and down an embankment, about $2\frac{1}{2}$ miles south of Rensselaer Falls, N. Y.; one end and side of the postal car was badly crushed in. The mail was taken out in bad shape, the letters being soaked in oil. None lost or destroyed. J. B. Pettibone, clerk in charge, somewhat bruised.

January 21, 1884.—Boston and Albany R. P. O. car No. 7, while being dead-headed from Albany to New York, was burned near Worcester, Mass. There were no mails or clerks in the car at the time. Cause of the fire unknown.

January 22, 1884.—Oswego and Oneida R. P. O. was wrecked near Oneida, N. Y. The mail car, together with two coaches, was derailed and thrown down an embankment. The mail was thoroughly saturated with oil, but none was lost. Railway Postal Clerk R. F. Randolph slightly bruised.

January 22, 1884.—Toledo, Delphos and Cincinnati R. P. O. train No. 2, bound north, while passing over a trestle near Dean, Ohio, was thrown from the track 25 feet down an embankment, badly damaging the mail car and a portion of the mail. None of the latter, however, was lost. C. C. Long (clerk on duty) slightly injured.

January 25, 1884.—Portland and Swanton R. P. O., east-bound, collided with four freight cars near Fabyan Station, N. H. The engine and freight cars were totally wrecked; also forward end of postal car. Postal Clerk Morse was thrown under the paper case and badly bruised. No mails were lost or damaged.

January 25, 1884.—Toledo and Marietta R. P. O., bound north, was derailed about 2 miles south of Canal Dover, Ohio. The car was badly wrecked. The mail was not seriously damaged. J. W. Haunawalt, railway postal clerk, slightly injured.

January 25, 1884.—Kansas City and Atchison R. P. O. was derailed 2 miles north of Fort Leavenworth, Kans. No mails lost or damaged. The postal car was badly wrecked. N. P. Pease, railway postal clerk, slightly injured.

January 29, 1884.—Saint Louis and Springfield R. P. O. was badly wrecked 2 miles east of Dixon, Mo., by a broken rail. The locomotive engine and baggage car were precipitated down an embankment 30 feet high. Engineer and fireman both killed. The coupling between mail and baggage car broke, leaving the mail car on the track. Clerk-in-Charge, J. W. C. Spring, jumped from the car and was only slightly injured. No mails lost or damaged.

January 30, 1884.—Saint Louis and Atchison R. P. O. train No. 1, west-bound, was wrecked 1 mile east of Gascondale, Mo., by a large rock falling and striking the locomotive. The engine was completely demol-

ished, and postal car badly damaged. Some of the mail considerably defaced by oil, but all forwarded to destination. William Roberts, Clerk-in-Charge, uninjured.

January 31, 1884.—Saint Louis and Texarkana R. P. O. train No. 602 collided with a freight train on siding at Cadet, Mo. The engine was completely demolished, and postal car badly damaged. No mail was lost.

February 2, 1884.—Denver and Leadville R. P. O. train 262, Denver, South Park and Pacific Railway, jumped the track 3 miles east of Buena Vista, Col., badly damaging the mail apartment. Clerk-in-Charge W. W. Craig, was slightly cut and bruised. No mails were lost, although a considerable number of letters were damaged by oil.

February 3, 1884.—Denver and Ogden R. P. O. train 7, Denver and Rio Grande Railway, ran into a washout, wrecking engine and mail apartment, the latter being thrown upon the tender and engine. Clerk-in-Charge C. M. Collins was somewhat bruised, and one of his legs severely sprained. Clerk J. E. Orr was returning from Salt Lake City to take his run east in the morning. He received injuries which resulted in his death next morning. None of the mails appear to have been lost or damaged.

February 3, 1884.—Texarkana and McGregor R. P. O. train 2, Texas and Saint Louis Railway, was wrecked about 2 miles east of Pittsburgh, Tex., by some obstruction on the track. The mail apartment was thrown over on its side, and the letter mail, being scattered from the case, was considerably damaged by oil and water. The mails were delayed 24 hours.

February 5, 1884.—Galesburgh and Kansas City R. P. O. Clerk W. F. Willsie, while standing at his car door on the lookout for return mail, was thrown from the car by a sudden slipping of the door, sustaining painful injuries. He was incapacitated for duty for several months.

February 6, 1884.—Deming and San Francisco R. P. O. train 20 was wrecked near San Francisco, Cal. The postal car was not injured, and no mails were lost. Clerk ——— Jones, in jumping from the car, sprained his ankle badly.

February 6, 1884.—Saint Louis and Texarkana R. P. O. night-line train 604 was wrecked near Williamsville, Mo. The engine and postal car were derailed. The letter cases and lamps were thrown upon the floor of the postal car, and about 100 letters were soaked with oil.

February 14, 1884.—Saint Louis, Louisiana and Kansas City R. P. O. train 47 east was wrecked near Odessa, Mo., by a broken rail. The mail apartment was turned over, throwing letter cases, lamps, and water cooler on the floor. Considerable eastern mail was damaged by water and oil. Clerk-in-Charge, S. G. Grubb, was somewhat bruised.

February 17, 1884.—Cleveland and Cincinnati R. P. O. night line, north, was thrown from the track near New Moorfield, Ohio, on account of a misplaced switch. The mail car was thrown upon its side and a portion of the mail was damaged by oil and water. Clerk-in-Charge, G. W. Ware, received a slight injury on his head.

February 19, 1884.—The Toledo and Bush R. P. O. was thrown from the track near Martel, Ohio, by an imperfect rail. The postal car was turned over, and a large portion of the mail was damaged by water and mud. Clerk L. D. Austin, was slightly injured.

February 23, 1884.—Galesburgh and Quincy R. P. O. night line west, train 3, was wrecked near New Cambria, Mo., by a broken rail. The entire train was thrown from the track; several passengers were killed out-

right, and a large number injured. The postal car was completely wrecked, and Clerks R. Hartman and W. H. Housel were badly injured. The mail caught on fire by the overturning of the stove, and from 2,000 to 2,500 letters and three sacks of paper mail were greatly damaged by the fire and water. No registered mail was lost or damaged.

February 24, 1884.—Texarkana and El Paso R. P. O. train 301, Texas & Pacific Railway, leaving Dallas, Tex., was wrecked 3 miles west of Gordon, Tex., by a broken rail. Mail apartment left the track and turned over on its side. The paper mail caught fire and five sacks were destroyed. One empty pouch was burned and three badly damaged. All the letters in the case were badly soaked, but they were forwarded to destination. Clerk W. M. Ward, was considerably bruised and burned.

February 25, 1884.—Portland and Swanton R. P. O., west, was thrown from the track near Hardwick, Vt., and rolled down an embankment about 35 feet. The mail apartment immediately took fire from the lamps, but the flames were extinguished before much damage was done. Some letters and paper mail was damaged by the fire and water. Five leather pouches were burned. Clerk C. H. Greene, was uninjured.

March 2, 1884.—Texarkana and McGregor R. P. O. train No. 1 was wrecked by a broken rail at Big Sandy, Tex. Postal car left the track and turned over on its side; one sack of papers for Waco, Tex., was damaged by oil, but was forwarded to destination.

March 3, 1884.—Rome and Macon R. P. O. train 53, south bound, collided with north-bound train 52 (R. P. O.), 22 miles north of Macon, Ga. Engineer and fireman of train 52 were instantly killed; postal clerks and mail unhurt. Mail car on train 53 badly damaged.

March 4, 1884.—Easton and Hazleton R. P. O. Clerk R. F. Mulhearn, in attempting to adjust a catcher while rounding a curve at Chain Dam, Pa., was thrown from the car door and slightly injured.

March 3, 1884.—Hastings and Cologne R. P. O. mail and baggage car burned at Cologne, Minn. Two pouches with mail were burned in baggage car. There was no mail in mail apartment.

March 6, 1884.—Bangor and Bucksport R. P. O. 5.40 a. m. train north left the track near South Orrington, Me., and rolled down an embankment. The mail caught fire from a lamp, but although somewhat damaged it is not thought that any was destroyed. Clerk uninjured.

March 7, 1884.—West Liberty and Council Bluffs R. P. O. day line, bound west, was derailed at Stuart, Iowa. The mail, although badly mixed, was not damaged. Clerks uninjured.

March 9, 1884.—Texarkana and McGregor R. P. O. train 1 was wrecked near Corsicana, Tex. The entire train left the track while running at a high rate of speed. Clerk G. W. Dawson was considerably bruised. Mail badly damaged by water and oil. Delayed thirteen hours.

March 11, 1884.—Cranberry Forge and Johnson City R. P. O. wrecked $2\frac{1}{2}$ miles east of Hampton, N. C. Clerk Erwin considerably bruised, but not unfitted for duty. Mail all saved.

March 14, 1884.—Ashland and Menasha R. P. O., bound south, was thrown from the track by a misplaced switch at Dorchester, Wis. Car rolled over on its side, and Clerks Bruce and Catlin were somewhat bruised. Mail was greatly mixed, but all forwarded to destination.

March 17, 1884.—Salisbury and Warm Springs R. P. O. wrecked near Marion, N. C. Postal car went down an embankment; Clerk Chilson received a sprain in his back; engineer killed; mail uninjured.

March 18, 1884.—Garrison and Ogden R. P. O. train 4 ran into a lot of cattle, and the engine, mail car, baggage car, and one coach left

the track. The mail car was badly damaged, and three registered letters were lost. Clerk uninjured.

March 21, 1884.—Atchison and Lenora R. P. O., east bound, was wrecked one-half mile east of Scottsville, Kans. No damage done to the mail. Train was abandoned, thus delaying mails twelve hours.

March 22, 1884.—Denver and Ogden R. P. O., bound west. A lamp fell from letter-case and set fire to some paper mail. About fifteen papers were destroyed and fifty damaged. Twelve empty sacks were burned.

March 26, 1884.—Bangor and Boston R. P. O., bound west, ran into a landslide. The engine, mail, baggage, and express cars were thrown from the track and badly wrecked. Trucks and a portion of the floor torn from postal car. Clerks and mail uninjured.

March 26, 1884.—Eau Claire and Wabasha R. P. O., west bound, wrecked near Durand by a washout. Clerk and mails uninjured.

March 26, 1884.—Bangor and Boston R. P. O., west bound, wrecked near Yarmouth Junction. Mails not damaged.

April 2, 1884.—Wilmington and Charleston R. P. O. train 42, engine fell through an open draw-bridge into the Cape Fear River at Mears Bluff, N. C. Postal car hung over the edge, but did not go in. It was somewhat damaged, but mail all saved. Clerks unhurt.

April 4, 1884.—Cairo and New Orleans R. P. O., bound south, was thrown from the track about 2 miles north of Duck Hill, Miss., a rail having been removed by some person unknown. Engine, postal, express, and smoking cars completely demolished. Clerks M. L. Jacobs and William Wheeler, seriously, and V. B. Sevier slightly injured. Wheeler had left shoulder dislocated, and was cut over left eye and on left cheek. Jacobs badly cut about the face and neck by hooks in the paper rack. Sevier cut slightly in left side. The mail was badly damaged by mud and water, some being buried several feet in the mud. How much mail was lost is not known, but every effort was made to recover and forward the same.

April 7, 1884.—Bangor and Boston R. P. O., a. m., run east, collided with a freight train 2 miles from Gardiner, Mass., demolishing both platforms on the postal car. The lamps in the car were broken and some of the mail slightly damaged with oil; clerks uninjured.

April 14, 1884.—Chattanooga and Atlanta R. P. O., night line south, ran into a washout at Proctor's Creek, 2½ miles north of Big Shanty Station (Kenesaw P. O.), and the postal car, together with the baggage car and two coaches, were entirely destroyed by fire. H. A. Merrill, mail weigher, was caught in the wreck and burned to death. Clerks Hills and Gillespie were seriously injured, but made their escape through one of the side windows. The R. P. O. left Chattanooga with all its regular connections, and had on board about 1,600 pounds of mail, all of which was lost with the exception of about 200 letters, which were picked from the *débris* and along the banks of the creek. The cars were supposed to have caught fire from the stove in the baggage car which was overturned in the wreck.

April 17, 1884.—New York and Dunkirk R. P. O. collided with another train at Paterson, N. J., smashing in the side of the postal car. Clerk W. H. Camp, slightly injured in the left hand; no mail damaged.

April 17, 1884.—Cincinnati and Nashville R. P. O., bound north, engine and postal car jumped the track near Newport, Ky. Fireman killed. Clerks and mail uninjured.

April 24, 1884.—Jewell and Des Moines R. P. O. ran off the track one mile south of Ames, Iowa; no one hurt; no mail damaged.

April 28, 1884.—Denison and Houston R. P. O. ran into a washout 6 miles south of Dallas, Tex., wrecking the engine and postal car; Clerk Crawford had his hand badly cut by being thrown violently against the door of the car. No mail lost.

May 3, 1884.—Richmond and White Sulphur Springs R. P. O. train No. 5 was wrecked at Wickham's Station, Va., by colliding with a freight train. The postal car was injured, but no mails damaged or lost.

May 7, 1884.—Pittsburgh and Wheeling R. P. O. train No. 3 collided with a freight train, seriously injuring Postal Clerk J. B. Kennedy. The forward platform and end of mail car No. 101 was badly broken. No mail injured.

May 9, 1884.—Texarkana and Houston R. P. O. train No. 453 was wrecked 5 miles south of Longview, Tex. Mail car was thrown from the track 20 feet and one end crushed in. No mail lost, but some was damaged by water. Postal Clerk W. V. Kretsinger slightly injured. Wreck caused by engine striking a cow.

May 20, 1884.—Kansas City and Albuquerque R. P. O. Assistant Clerk A. G. Burr was quite seriously injured in attempting to exchange mails at Fort Lyon, Colo. Mr. Burr was standing at the door to attend the catch, when something struck him in the face, knocking him down and cutting him severely. It is unknown what missile struck him, whether a pure accident or thrown by some one near the track.

May 21, 1884.—Crete and Red Cloud R. P. O. collided with a freight train between Kesterson and Endicott, Nebr. The mail car was considerably wrecked. No mail lost or damaged.

May 24, 1884.—Salida and Grand Junction R. P. O. train No. 8 was wrecked between Delta and Grand Junction, Colo. The locomotive, mail, and express cars broke through the bridge over the Gunnison River; the engineer and fireman were both drowned, but J. M. Williams, postal clerk, succeeded in escaping from his mail apartment, while in the river, to some timbers of the bridge, floating with them $1\frac{1}{2}$ miles down the river, where he was rescued. All the contents of the mail apartment were lost. The mail lost was received from Grand Junction, Colo., and consisted of 150 letters, 50 papers, one first-class register to Denver, Colo., and one fourth-class to Boston, Mass. Clerk Williams received a cut on right cheek 4 inches long, extending across right eye; also injured about hip and right leg. Incapacitated for thirty days.

May 24, 1884.—Pueblo and Silverton R. P. O. train No. 2, east, was derailed about 6 miles east of La Veda, Colo. Engine and mail car left the track, and front end of the latter crushed in. No mail lost or damaged.

May 29, 1884.—Bristol and Chattanooga R. P. O. train No. 4 was thrown from the track near McDowell's, Tenn. No injury to clerks or mails.

May 31, 1884.—Pueblo and Silverton R. P. O. train No. 2 was wrecked 10 miles west of Pueblo, Colo., caused by a wash-out. The engineer was instantly killed. Clerk-in-Charge J. T. Harris miraculously escaped injury. The engine and mail apartment was a complete wreck. No mail damaged or lost.

June 5, 1884.—Saint Louis and Texarkana R. P. O. train 602 collided with two freight cars near Piedmont, Mo. Letters, lamps, and letter cases were all thrown to the floor in a heap. A large quantity of the

letter mail was saturated with oil. Clerks Cate, Potter, and Long were somewhat bruised and cut, but not enough to disable them for duty.

June 6, 1884.—Denver, Pueblo, and Leadville R. P. O. train No. 1 Denver and Rio Grande Railway, collided with a wild engine about 2 miles south of Husted Station. The mail apartment was telescoped by the collision and badly wrecked. No mails were lost or damaged. Clerk-in-Charge H. M. Chittenden was bruised considerably.

June 14, 1884.—Philadelphia and Atlantic City R. P. O. collided with an excursion train on the Camden and Atlantic Railroad, about a mile west of Ashland Station, resulting in the death of seven persons, and wounding seventeen others. The collision occurred on a curve, the trains coming together with terrific force. The mail car was entirely demolished, and Clerk W. S. Hiles, on duty at the time, was crushed to death. His body was extricated with difficulty from the ruins. It was so badly crushed as to be unrecognizable. All the mails and Government property were recovered.

June 17, 1884.—Richmond and Clifton Forge R. P. O. ran into a land slide near Afton, Va., badly wrecking the mail car. No mails were lost or damaged.

RECAPITULATION.

Total casualties.....	154
Killed.....	7
Seriously injured.....	28
Slightly injured.....	60

Recapitulation of casualties in the Railway Mail Service from 1875 to 1884.

Year ended June 30.	Total number of clerks.	Number of casualties.	Clerks killed.	Clerks seriously wounded.	Clerks slightly wounded.
1875.....	2,238	(*)	1	(*)	(*)
1876.....	2,415	(*)	1	(*)	(*)
1877.....	2,500	27	2	10	4
1878.....	2,608	36	2	15	3
1879.....	2,609	35	3	14	13
1880.....	2,946	26	.....	14	15
1881.....	3,177	62	7	15	22
1882.....	3,570	83	3	16	20
1883.....	3,855	114	1	35	42
1884.....	3,963	154	7	28	60

* Not reported.

Statement of leaves of absence with pay granted to railway postal clerks injured while on duty, together with the amount paid acting clerks.

Name.	Class.	Salary.	Railway post-office route.	Date of injury.	Number of days' leave.	Number of days acting clerk was employed.	Amount paid acting clerk.
H. B. Kratz.....	2	\$880	Allentown and Pawling.....	Dec. 13, 1883	25	25	\$54 25
J. M. Wood.....	3	1,000	Baltimore and Bristol.....	Nov. 23, 1883	8	8	17 36
J. W. Barlow.....	2	800	Burlington and Laclede.....	July 13, 1883	37	37	70 41
A. B. Burrill.....	3	1,000	Bangor and Boston.....	Mar. 5, 1883	11	11	24 42
J. F. Johnson.....	3	1,000	Council Bluffs and Kansas City	Sept. 17, 1883	285	285	627 00
C. S. Wiltsee.....	5	1,300	Cleveland and Cincinnati.....	Apr. 3, 1883	93	93	204 39
E. McConnell.....	5	1,300	Grafton and Chicago.....	July 30, 1883	30	30	65 93
C. D. Hartwell.....	3	1,000	Geneva and Wellsborough.....	Jan. 13, 1883	11	11	24 20
W. D. Cannon.....	1	800	Indianapolis and Decatur.....	Oct. 13, 1883	156	101	222 20
A. L. Petrie.....	4	1,150	Kansas City and Pueblo.....	Nov. 4, 1883	100	100	220 00
S. R. Beckwith.....	4	1,150	Kansas City and Denver.....	Dec. 6, 1883	25	17	36 89
J. C. Nisbit.....	5	1,300	Louisville, Nashville and Memphis.	Aug. 24, 1883	40	40	86 80
H. G. Seaman.....	5	1,300	New York and Pittsburgh.....	Dec. 20, 1883	75	75	164 83
S. D. Wilcox.....	3	1,000	Newton and Caldwell.....	Oct. 26, 1883	30	28	60 76
O. D. Wickham.....	3	1,000	New York and Dunkirk.....	Aug. 6, 1883	12	6	13 02
J. B. Newman.....	1	800	Pittsburgh and Saint Louis.....	Aug. 26, 1883	157	157	340 69
W. H. Huston.....	5	1,300	Pittsburgh and Saint Louis.....	Nov. 21, 1882	22	22	47 74
G. T. Loomis.....	2	900	Sag Harbor and New York.....	Dec. 14, 1883	105	105	231 00
H. A. Silver.....	3	1,000	Saint Louis, Moberly and Kansas City.	Sept. 14, 1883	289	245	539 00
R. O. G. Showell...	1	800	Salida and Ogden.....	Oct. 18, 1883	40	37	80 29
J. F. W. McKean...	3	1,000	Sedalia and Kansas City.....	July 19, 1883	29	27	58 59
James Ross.....	3	1,000	Toledo and Mansfield.....	Dec. 6, 1883	70	70	154 60
A. C. Noble.....	5	1,300	Saint Albans and Boston.....	May 19, 1883	.....	.....	.....
E. T. Curtis.....	3	1,000	Cleveland and Pittsburgh.....	Sept. 6, 1883	236	219	481 80
William Cahill.....	2	850	Richland and Syracuse.....	Feb. 8, 1884	14	14	30 80
A. Jeck.....	3	1,000	Augusta and Portland.....	Dec. 21, 1883	60	60	131 86
C. M. Collins.....	1	800	Denver and Ogden.....	Feb. 3, 1884	30	30	65 93
William Bunger.....	3	1,000	Burlington and Quincy.....	Dec. 22, 1883	34	34	74 80
J. L. Chase.....	1	800	Mona and Waterloo.....	Jan. 5, 1884	138	138	303 60
Smith Sherman.....	2	900	Albany and New York.....	Feb. 21, 1884	130	130	286 00
L. D. Austin.....	3	1,000	Toledo and Bush.....	Feb. 19, 1884	45	35	77 00
W. H. Housel.....	4	1,150	Galesburgh and Kansas City..	Feb. 23, 1884	20	20	44 00
R. Hartman.....	5	1,300	Galesburgh and Kansas City..	Feb. 23, 1884	28	28	61 60
W. F. Wilsie.....	4	1,150	Galesburgh and Kansas City..	Feb. 4, 1884	53	45	99 00
R. Gerdes.....	1	800	Saint Paul and Sioux City.....	Feb. , 1884	30	30	65 93
J. T. Thompson.....	3	1,000	Burlington and Laclede.....	Jan. 29, 1884	32	32	70 33
R. P. Crawford.....	3	1,000	Denison and Houston.....	Apr. 28, 1884	15	15	32 97
D. P. McKown.....	3	1,000	Calmar and Davenport.....	.....	15	15	32 97
J. B. Kennedy.....	3	1,000	Pittsburgh and Wheeling.....	May 7, 1884	54	54	118 80
E. J. Smith*.....	1	600	.....	June —, 1884	30	30	65 93
H. D. Viser.....	.....	.....	Albuquerque and Deming.....	.....	63	63	138 46

* Transfer clerk, Columbus, Ohio.

REPORT
OF THE
THIRD ASSISTANT POSTMASTER-GENERAL
FOR
THE YEAR ENDED JUNE 30, 1884.

REPORT
OF THE
THIRD ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 17, 1884.

SIR: I have the honor to submit the following report and accompanying tables, numbered from 1 to 18, inclusive, pertaining to the business of this office for the fiscal year ended June 30, 1884, namely:

No. 1. Explanation of estimates of appropriations for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1886.

No. 2. Statement exhibiting the receipts and expenditures, under appropriate heads, by quarters, for the fiscal year ended June 30, 1884, compared with the fiscal year ended June 30, 1883.

No. 3. Statement showing itemized appropriations for the service of the Post-Office Department for the fiscal year ended June 30, 1884, and the expenditures made out of the same.

No. 4. Statement showing receipts and disbursements at Treasury depositories during the fiscal year ended June 30, 1884.

No. 5. Statement showing the issue in detail of all the several kinds of adhesive postage-stamps, stamped envelopes, and postal cards for the fiscal year ended June 30, 1884.

No. 6. Statement showing separately the issues of official postage-stamps for the fiscal year ended June 30, 1884.

No. 7. Statement showing the issues of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ended June 30, 1884.

No. 8. Statement showing the increase in the number and value of postage-stamps, stamped envelopes, and postal cards issued for the fiscal year ended June 30, 1884, over those of the preceding year.

No. 9. Statement showing amount of dead mail matter treated in the division of dead letters during the fiscal year ended June 30, 1884.

No. 10. Statement showing the disposition of mail matter opened in the division of dead letters during the fiscal year ended June 30, 1884.

No. 11. Statement showing number of pieces, classification, and disposition of unmailable matter received at the dead-letter office during the fiscal year ended June 30, 1884.

No. 12. Statement showing the number of foreign dead letters received and disposed of during the fiscal year ended June 30, 1884.

No. 13. Statement showing the number of letters originating in the United States and returned by foreign countries as undeliverable during the fiscal year ended June 30, 1884.

No. 14. Statement showing the number of pieces of dead mail matter

returned to and received from foreign countries during the year ended June 30, 1884.

No. 15. Statement showing the number, classification, and disposition of dead registered letters during the fiscal year ended June 30, 1884.

No. 16. Statement showing the number of registered letters and parcels transmitted through the mails from each State and Territory in the United States during the fiscal year ended June 30, 1884.

No. 17. Statement showing the increase of registered letters and parcels upon which fees were collected at twenty-five of the leading cities during the fiscal year ended June 30, 1884, over the preceding year.

No. 18. Statement showing the operations of the registry system at the cities of New York, Philadelphia, Chicago, Saint Louis, and Washington during the fiscal year ended June 30, 1884.

APPROPRIATIONS, EXPENDITURES, AND ESTIMATES FOR THE SERVICE OF THIS OFFICE.

The expenditures for the service of this office for the last fiscal year amounted to \$1,088,213.08, an increase over those of the previous year of \$152,046.20, or 16.2 per cent. The appropriations for the year amounted to \$1,200,900, of which \$112,686.92, or 10.3 per cent., was left unexpended. The estimates for the fiscal year ending June 30, 1886, amount to \$1,338,400, an increase of \$140,000, or 11.7 per cent., over the appropriations for the current fiscal year.

The estimates in detail, with the explanations thereof, will be found in paper marked No. 1, attached to this report.

FINANCIAL STATEMENT.

The receipts and expenditures of the postal service during the fiscal year ended June 30, 1884, were as follows :

RECEIPTS.

Letter-postage paid in money.....	\$110,875 02
Box-rents.....	1,904,052 57
Fines and penalties.....	21,130 12
Sales of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards.....	40,745,853 66
Dead letters for which no claimants could be found	9,619 19
Net revenue from money-order business	519,492 08
Miscellaneous	27,104 44
Total	43,338,127 08
The disbursements on account of the service of the year were.....	46,404,960 65
Excess of expenditures.....	3,066,833 57

In addition to the expenditures given above, the sum of \$819,599.62 was paid on account of indebtedness incurred in previous years, making the total amount disbursed during the year \$47,224,560.27.

The outstanding liabilities for the year are estimated at \$877,471.04, which sum, added to the amount actually expended, and \$1,260,179.51 credited to the Pacific railroad companies, would make the total cost of the service for the fiscal year \$48,542,611.20, or \$5,204,484.12 in excess of the receipts.

The decrease in receipts from those of the previous fiscal year was \$2,170,565.53, or 4.7 per cent., and was caused mainly by the reduction of the letter rate of postage from 3 to 2 cents, under the act of March 3, 1883, which went into operation on the 1st of October, 1883.

The increase or decrease in the several items of postal revenue is shown by the following table:

Items.	Fiscal year 1883.	Fiscal year 1884.	Decrease.	
			Amount.	Per cent.
Letter-postage paid in money	\$146,219 35	\$110,875 02	\$35,344 33	24.1+
Box-rents	1,882,064 91	1,904,052 57	*21,987 66	*1.1+
Fines and penalties	9,752 24	21,130 12	*11,377 88	*116.6+
Sales of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards	43,014,043 58	40,745,853 66	2,268,189 92	5.2+
Dead letters for which no claimants could be found	12,279 83	9,619 19	2,660 64	21.6+
Net revenue from money-order business	411,619 37	519,492 08	*107,872 71	*26.2
Miscellaneous	32,713 33	27,104 44	5,608 89	17.1+
Total	45,508,692 61	43,338,127 08	2,170,565 53	4.7

* Increase.

Table No. 2, accompanying this report, shows the receipts and expenditures for the fiscal year, by quarters, compared with the corresponding quarters of the previous fiscal year.

The appropriations for service of the year aggregate the sum of \$46,746,037.62. In 35 items the unexpended balances amounted to \$675,022.72, and in 2 items the expenditures exceeded the appropriations in the sum of \$333,945.75. The statement in detail will be found in Table No. 3.

BAD DEBTS.

From the report of the Auditor it will be seen that the postal revenue was charged during the last fiscal year with the following:

1. Amount of bad debts	\$6,142 94
2. Amount of debts compromised	1,721 47
3. Amount of loss on suspended accounts	591 42
Total	8,455 83

TRANSACTIONS AT DEPOSITORIES.

The receipts and disbursements at Treasury depositories during the last fiscal year may be briefly stated as follows:

Balance subject to draft June 30, 1883	\$8,433,835 39
Outstanding warrants June 30, 1883	107,232 92
Deposits year ended June 30, 1884	19,585,774 64
Total	28,126,842 95
Warrants paid during the year	22,044,230 94
Balance at depositories June 30, 1884	6,132,612 01
Outstanding warrants June 30, 1884	75,469 94
Balance subject to draft June 30, 1884	6,057,142 07

CONTRACTS ENTERED AND ACCOUNTS KEPT.

There were 4,894 contracts for mail service received during the year from the Second Assistant Postmaster-General, and 18,127 orders of the

Postmaster-General (of which 9,000 were double) recognizing mail service not under contract, curtailing or extending service, or modifying previous orders. These contracts and orders were entered upon the books of the finance division for reference when acting upon certificates of the Auditor for the payment of mail contractors and other creditors of the Department. The number of such certificates received and acted upon was 70,408, an increase of 22,130 over the previous fiscal year.

In addition to the above, 6,834 certificates were received from the Auditor for the Post-Office Department, upon which 6,834 transfer drafts, covering the sum of \$818,894.82, were drawn against postmasters having a surplus of postal revenue in favor of other postmasters whose revenues were insufficient to meet the demands upon their offices for payment of railway postal clerks, mail messengers, letter-carriers, &c.

The following table will show the number of warrants and transfer drafts drawn in the finance division, and the number of certificates of deposit received, entered, and passed to the Auditor during the fiscal year:

	Fiscal year of 1883.	Fiscal year of 1884.	Increase.
Number of warrants	48, 278	70, 408	22, 130
Number of drafts	5, 323	6, 834	1, 511
Number of certificates of deposit	199, 564	170, 959	*28, 605
Total.....	253, 165	248, 201	*4, 964

* Decrease.

The number of warrants drawn was 70,408, aggregating \$22,012,467.96.

Accounts were kept with the Treasury, nine sub-treasuries, and twenty-five designated depositories, involving the sum of \$19,585,774.64.

DIVISION OF POSTAGE-STAMPS, STAMPED ENVELOPES, AND POSTAL CARDS.

The following is a summary of the operations of the stamp division during the fiscal year ended June 30, 1884: The number of ordinary postage-stamps issued for sale to the public was 1,459,768,460, valued at \$29,077,444; of newspaper and periodical stamps 2,439,898, valued at \$1,923,217.80; of stamped envelopes, plain, 147,225,800, valued at \$2,907,340.32; of stamped envelopes bearing a printed return request 129,515,500, valued at \$2,918,760.55; of newspaper wrappers 45,490,750, valued at \$545,688.25; of postage-due stamps 13,612,198, valued at \$353,611; of postal cards 362,876,750, valued at \$3,629,640; of official stamps issued to Executive Departments for official use 3,389,440, valued at \$140,040; and of official stamped envelopes and wrappers 1,811,600, valued at \$20,135.26, making a total number of 2,166,130,396, and a total value of \$41,515,877.18. The issues are more detailed in tables No. 5 to No. 8, appended hereto.

The increase in value of issues over those of the preceding year is as follows: Of newspaper and periodical stamps, \$170,653.30, or 9.73 per cent.; of stamped envelopes, plain, \$76,243.45, or 2.69 per cent.; of newspaper wrappers, \$15,499.50, or 2.92 per cent.; of official stamps, \$14,200.80, or 11.28 per cent.

There was a decrease in the value of issues of ordinary postage-stamps amounting to \$1,229,735; of stamped envelopes bearing a printed return request amounting to \$211,013.60; of postage-due stamps

amounting to \$51,304.90; of postal cards amounting to \$166,450, and of official stamped envelopes and wrappers amounting to \$12,535.94.

The total decrease in the value of all issues was \$1,394,442.39, or 3.25 per cent.

In addition to the articles above enumerated, there were issued for official use 10,018,595 registered-package envelopes; 915,065 tag envelopes for registered parcels; 25,813,300 post-office envelopes; 1,495,000 envelopes for returning dead letters; 780,000 departmental envelopes for the several bureaus of this Department; and 2,327 newspaper and periodical receipt books.

The requisitions upon which the foregoing supplies were issued numbered as follows:

For ordinary postage-stamps	165,922
For postage-due stamps	15,107
For newspaper and periodical stamps	9,594
For stamped envelopes, plain	83,689
For stamped envelopes, printed	100,836
For postal cards	76,111
For official postage-stamps and stamped envelopes	23
For registered-package envelopes	57,438
For tag envelopes for registered parcels	2,109
For post-office envelopes	26,008
For newspaper and periodical receipt books	1,613
Total	538,450

These supplies were made up and forwarded in the following number of parcels:

Of ordinary postage-stamps	168,982
Of postage-due stamps	15,113
Of newspaper and periodical stamps	9,594
Of stamped envelopes, plain	120,076
Of stamped envelopes, printed	85,948
Of postal cards	84,604
Of official postage-stamps	32
Of official stamped envelopes	74
Of tag envelopes	2,019
Of registered-package envelopes	62,448
Of post-office envelopes	32,524
Of newspaper and periodical receipt books	2,327
Total	583,742

The following is a comparative statement of requisitions filled during the past and preceding fiscal years:

Articles.	Requisitions filled during fiscal year ended June 30, 1884.	Requisitions filled during fiscal year ended June 30, 1883.	Increase.
For ordinary postage-stamps	165,922	137,672	28,250
For postage-due stamps	15,107	14,360	747
For newspaper and periodical stamps	9,594	11,214	*1,620
For stamped envelopes, plain	83,689	63,753	19,936
For stamped envelopes, printed	100,836	78,617	22,219
For postal cards	76,111	80,692	*4,581
For official postage-stamps and stamped envelopes	23	31	*8
For registered-package envelopes	57,438	55,370	2,068
For tag envelopes	2,109	1,395	714
For post-office envelopes	26,008	25,752	256
For newspaper and periodical receipt books	1,613	1,611	2
Total	538,450	470,467	67,983

* Decrease.

POSTAGE ON SECOND-CLASS MATTER.

The weight of newspaper and periodical (second-class) matter mailed during the year from regular offices of publication and from news agencies, not including free circulation within the county of publication, was 94,479,607 pounds, or $47,239\frac{16}{20}\frac{07}{00}$ tons, the postage on which was \$1,889,592.14, an increase of \$184,414.61, or 10.82 per cent., over the amount of postage collected on such matter during the preceding year.

The number of post-offices at which this class of matter was mailed during the year was 5,785, an increase of 436, or 8.14 per cent., over that of the previous year.

During the year the sum of \$3,687.07 was collected at proper rates from publishers and news agents on matter mailed, but not entitled to go as second-class matter.

In the following statement will be found the number of pounds of newspapers and periodicals mailed during the year, and the amount of postage collected thereon, at sixteen of the principal post-offices in the United States:

Post-office at—	Year ended June 30, 1883.		Year ended June 30, 1884.		Increase for 1884.			Percentage of total amount collected in the United States.
	Number of pounds mailed.	Amount of postage col- lected.	Number of pounds mailed.	Amount of postage col- lected.	In number of pounds.	In amount of postage.	Percentage of increase.	
New York, N. Y	22,541,783	\$450,835 66	23,529,581	\$470,591 62	987,798	\$19,755 36	4.38+	24.90+
Chicago, Ill	7,134,851	142,697 02	8,887,105	177,742 10	1,752,254	35,045 08	24.56—	9.41—
Boston, Mass	5,564,766	111,295 32	6,066,420	121,328 40	501,654	10,033 08	9.01+	6.42+
Philadelphia, Pa	4,431,385	88,627 70	4,800,986	96,019 72	369,601	7,392 02	8.34+	5.08+
Saint Louis, Mo.	3,895,771	77,915 42	4,413,045	88,260 90	517,274	10,345 48	13.28—	4.67—
Cincinnati, Ohio	3,143,368	62,867 36	3,336,610	66,732 20	193,242	3,864 84	6.14+	3.53+
San Francisco, Cal	1,536,372	30,727 44	1,721,512	34,430 24	185,140	3,702 80	12.05+	1.82+
Milwaukee, Wis	1,182,119	23,642 38	1,462,279	29,245 58	280,160	5,603 20	23.69+	1.54+
Detroit, Mich	1,223,460	24,469 20	1,431,770	28,635 40	208,310	4,166 20	17.03—	1.51+
Louisville, Ky	1,076,839	21,536 78	1,251,155	25,023 10	174,316	3,486 32	16.19—	1.32+
Cleveland, Ohio	1,103,449	22,068 98	1,158,948	23,178 96	55,499	1,109 98	5.03—	1.22+
Elgin, Ill	1,245,475	24,909 50	1,137,042	22,740 84	*108,433	*2,168 66	.....	1.20+
Washington, D. C	714,562	14,291 24	1,082,924	21,658 48	368,362	7,367 24	51.55+	1.15—
Saint Paul, Minn	915,409	18,308 18	1,032,811	20,656 22	117,402	2,348 04	12.83—	1.09+
Augusta, Me	1,206,254	24,125 08	1,002,019	20,040 38	*204,235	*4,084 70	.....	1.06—
Toledo, Ohio	772,764	15,455 28	994,702	19,894 04	221,938	4,438 76	28.72+	1.05+
Pittsburgh, Pa	892,556	17,851 12	991,684	19,833 68	99,128	1,982 56	11.11—	1.05—
Baltimore, Md	739,945	14,798 90	833,137	16,662 74	93,142	1,863 84	12.59+	0.88+
Total	59,321,128	1,186,422 56	65,133,730	1,302,674 60	5,812,602	116,252 04	9.80—	68.94—

* Decrease.

DIVISION OF DEAD LETTERS.

The whole number of pieces of undelivered mail matter received in the dead-letter office (including 278,648 pieces on hand from the previous year) was 4,843,099. They were classified as follows:

Domestic mailed letters, including 3,480,672 ordinary unclaimed letters; 112,648 letters returned from hotels; 24,383 letters bearing fictitious addresses; 210,227 letters returned from foreign countries, and 4,098 registered letters	3,832,028
Domestic unmailable letters, comprising 133,586 held-for-postage letters; 1,797 letters containing unmailable articles; 314,719 misdirected letters, and 14,134 letters without address	464,236
Domestic parcels of third and fourth class matter	69,687
Letters mailed in foreign countries	456,219
Printed matter, samples, &c., mailed in foreign countries and returnable..	20,979
Total as before	4,843,099

The following was the disposition primarily of letters handled during the year:

Domestic mailed letters:		
Card and request letters delivered unopened.....	56, 216	
Letters opened.....	3, 676, 412	
Letters left on hand.....	99, 400	
		3, 832, 028
Domestic unmailable letters:		
Held-for-postage letters forwarded to address unopened on receipt of postage.....	16, 712	
Held-for-postage letters opened.....	116, 275	
Held-for-postage letters on hand awaiting return of notices....	599	
Letters containing unmailable articles opened.....	1, 797	
Misdirected letters forwarded unopened after correction of address.....	75, 700	
Misdirected letters opened.....	239, 019	
Letters without address opened.....	14, 134	
		464, 236
Domestic third and fourth class matter:		
Parcels opened and returned.....		69, 637
Foreign matter:		
Letters returned to country of origin.....	448, 312	
Letters still on hand.....	7, 907	
Parcels of printed matter, samples, &c., returned unopened....	20, 979	
		477, 198
Total.....		4, 843, 099

MATTER OPENED IN DEAD-LETTER OFFICE.

The following was the disposition of mail matter opened in the dead-letter office:

Delivered :		
Letters containing money.....	13, 062	
Letters containing drafts, notes, money-orders, and other evidences of monetary value.....	19, 014	
Letters containing receipts, paid notes, &c.....	31, 557	
Letters containing postage-stamps.....	80, 400	
Letters containing nothing of value.....	1, 298, 178	
Photographs.....	30, 904	
Parcels of merchandise, books, &c.....	45, 710	
		1, 518, 825
Returned and awaiting evidence of delivery:		
Letters containing money.....	1, 050	
Letters containing drafts, checks, &c.....	1, 158	
Parcels of merchandise, books, &c.....	56	
		2, 264
Under treatment looking to delivery:		
Letters containing money.....		1, 344
Filed upon failure to deliver :		
Letters containing money.....	4, 107	
Letters containing drafts, checks, &c.....	697	
Letters containing receipts, paid notes, &c.....	2, 842	
Letters containing postage-stamps.....	3, 688	
Photographs.....	7, 444	
Parcels of merchandise, books, &c.....	31, 912	
		50, 690
Destroyed :		
Letters containing nothing of value which could not be returned to writers, including 133,100 letters forwarded to writers and returned upon failure to deliver.....	2, 539, 477	
Parcels containing magazines, pamphlets, fruit, cake, seeds, &c.....	17, 513	
		2, 556, 990

FOREIGN DEAD MAIL MATTER.

The following statement shows the disposition during the year of dead mail matter originating in foreign countries:

Returned to country of origin :		
Registered letters.....	12, 146	
Ordinary letters	424, 390	
Parcels of printed matter, &c.....	20, 094	
		456, 630
Delivered to addressees upon their application :		
Registered letters.....	418	
Ordinary letters	161	
Parcels of printed matter, &c	12	
		591
Misdirected matter forwarded to correct address:		
Registered letters.....	67	
Ordinary letters	11, 130	
Parcels of printed matter, &c.....	873	
		12, 070
On hand under treatment:		
Registered letters.....	357	
Ordinary letters	7, 550	
		7, 907
Total		477, 198

MATTER RETURNED FROM FOREIGN COUNTRIES.

The following number of pieces of matter originating in the United States was returned to the dead-letter office from foreign countries during the year as undeliverable:

Registered letters.....	1, 209	
Ordinary letters	175, 365	
Parcels of printed matter, &c	33, 862	
		210, 436

DEAD REGISTERED MATTER.

Of the 16,742 unclaimed registered letters and parcels received there were—

Delivered to addressees or restored to senders.....	15, 853	
Returned to postmasters and awaiting receipts.....	71	
Filed upon failure to discover ownership and subject to future reclamation	818	
		16, 742

REVENUE FROM DEAD MATTER.

The amount received in postage-stamps on insufficiently prepaid letters forwarded to destination and upon articles of third and fourth class matter returned to senders was \$2,082.18.

There was deposited in the United States Treasury to the credit of the Post-Office Department \$7,239.47 in money separated from dead letters which could not be restored to the senders, and \$1,915.43 realized from auction sale in January last of articles of merchandise for which no owners could be found.

There was an increase of 402,277 pieces of matter of all classes received and treated, or 9 per cent. over the preceding year. The decrease shown in the held-for-postage letters is due to the reduction in the rate of postage and the present regulation which directs postmasters at mailing offices to notify the addressees of insufficiently

prepaid matter of its detention, and to require the payment of the postage before its transmission. This regulation having met the approval of the public where applied, was extended in December last to all post-offices.

The misdirected and missent letters received show a marked increase over the last year; but not greater in proportion than was to be expected from the increase in the mail service of the whole country.

The number of undelivered foreign letters returned to the country of origin is still largely in excess of those returned to the United States by foreign countries. One reason for this excess may be found in the fact that of the 456,219 ordinary foreign letters received, 51,805 were sent to the dead-letter office as misdirected.

Statistics more in detail concerning the operations of the dead-letter office will be found in tables marked No. 9 to 15.

DIVISION OF REGISTRATION.

The total number of letters and parcels registered during the fiscal year ended June 30, 1884, was 11,246,545, of which 8,068,338 were domestic letters, 1,005,865 were domestic parcels of third and fourth-class matter, 466,902 were letters registered to foreign countries, 29,488 were parcels of third and fourth-class matter registered to foreign countries, and 1,675,952 were letters and parcels registered for the Government, and by law exempted from the payment of registry fees.

The amount of registry fees collected during the year was \$957,059.30, being an increase over the previous year of \$30,509.60, or 3.3 per cent.

The increase in the number of letters and parcels registered was 651,829, or 6.2 per cent.

LOSSES.

During the year 8,365 registered letters and parcels were reported to the chief inspector as having been lost or rifled. Of this number 5,917 were found to have been properly delivered or accounted for, and 1,932 are still under investigation, leaving the actually ascertained losses at 516 cases, or one out of about 21,795 pieces mailed. Taking into account the large amount of matter registered, this is the smallest average of losses which has occurred since the organization of the registry system. This gratifying state of things may properly be attributed to the improvements made in the machinery of this branch of the service during recent years, by which additional safeguards were provided, the work lessened, and the security enhanced. Much credit is, however, due to the inspectors for the zeal manifested and the skill displayed by them in the management of cases reported for their investigation.

The average proportion of increase in the registration of letters upon which fees are paid is somewhat diminished as compared with that of former years. The real cause for this decrease has not been definitely ascertained, but sufficient data has been obtained to justify the belief that the introduction of the postal-note system, as well as the stringent orders of the Department against the registration of letters addressed to lottery companies, has in no small degree contributed to bring about this result. In support of this conclusion, I would refer to a letter on the subject recently received from the postmaster at Philadelphia, Pa., in which he states that the falling off in registration at his office during the year was no doubt due to the loss of the so-called lottery letters, there having been at times as many as six hundred for M. A.

Dauphin, the agent of the Louisiana State Lottery Company, and others, registered in one day at his office.

A minute description of the changes made in the registry system during recent years, by which it was greatly simplified and improved, may be found in previous reports from this office. During the past year no new features have been added.

While the system as at present organized furnishes a safe and convenient method for transmitting valuable matter through the mails at cheap rates, yet its efficiency would be greatly increased if postmasters could be held to a more strict accountability for disobedience and disregard of instructions.

The ordinary means employed by the Department at the present time to enforce compliance with the requirements of the rules and regulations by which this branch of the postal service is governed are not, in my opinion, sufficiently effective. I would therefore recommend that the matter be brought to the attention of Congress with a view to the establishment of a system of fines and penalties to be imposed for dereliction of duty and like offenses, and regulated in conformity with the nature of each particular case.

DIVISION OF FILES, RECORDS, AND MAILS.

¶ [The number of letters and packages received, opened, and examined during the year was 1,164,584. Of these, 1,066 contained money, and 7,221 contained stamps, envelopes, and postal cards returned for redemption.

Of the letters received, 40,860 were briefed and recorded, and filed after final action had been taken on them. The number of letters written in the office, copied, enveloped, and mailed was 12,487.

I have the honor to be, very respectfully, your obedient servant,
A. D. HAZEN,

Third Assistant Postmaster-General.

Hon. FRANK HATTON,
Postmaster-General.

No. 1.—*Estimates of appropriations for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1886, with explanations showing the basis upon which such estimates are made.*

I.—ADHESIVE POSTAGE-STAMPS.

For manufacture of ordinary postage stamps, of newspaper and periodical stamps, and of postage-due stamps.....	\$174,000 00
The number of these stamps issued during the fiscal year ended June 30, 1884, was.....	1,475,820,556
Add 10 per cent. for increase.....	147,582,055
Gives estimated issue for fiscal year ending June 30, 1885.....	1,623,402,611
Add 10 per cent. for increase as before.....	162,340,261
Gives estimated number required for fiscal year ending June 30, 1886....	1,785,742,872
Cost of manufacturing that number at present contract price, 9.19 cents per thousand.....	\$174,209 77

The increase in the number of postage-stamps issued during the past year over the year preceding was an extraordinary one, being over 258,000,000, or more than 21 per cent. The principal cause of this great increase was undoubtedly the reduction in the letter-rate of postage from 3 to 2 cents, authorized by the act of March 3, 1883, which served not only to stimulate letter correspondence, but to cause the substitution, for postal cards, of large numbers of adhesive stamps on sealed envelopes for short circulars and other business communications. It can hardly be considered probable that such an unusual ratio of increase will continue; in fact, the issues for the quarter ending September 30 of the present year show that the ratio will be reduced. Taking everything into consideration, an annual increase of 10 per cent. is regarded as not improbable. On this basis, as above shown, the amount of appropriation required for the next fiscal year will be, in round numbers, \$174,000, or \$28,000 more than the current appropriation. The present contract for furnishing postage-stamps will expire on the 30th of June, 1885, but it is not likely that under a new contract there will be any increase in the price of manufacture.

The rate of increase in the number of postage-stamps issued during each of the past five years over the preceding year is as follows:

	Per cent.
For year ended June 30, 1880, over preceding year.....	10.08
For year ended June 30, 1881, over preceding year.....	8.91
For year ended June 30, 1882, over preceding year.....	17.00
For year ended June 30, 1883, over preceding year.....	7.93
For year ended June 30, 1884, over preceding year.....	21.23

II.—POSTAGE-STAMP AGENCY.

For pay of agent and assistants to distribute stamps, and for the expenses of the agency.....	\$8,100 00
This estimate is the same in amount as the appropriation for the present fiscal year.	

III.—STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER SHEETS.

For manufacture of stamped envelopes, newspaper wrappers, and letter sheets	\$749,000 00
The cost of the stamped envelopes and wrappers issued during the fiscal year ended June 30, 1884, was	\$619,231 21
Add 10 per cent. for increase	61,923 12
Gives estimated cost for the fiscal year ending June 30, 1885.....	681,154 33
Add 10 per cent. for increase as before	68,115 43
Gives estimated cost for the fiscal year ending June 30, 1886.....	749,269 76

The issues of stamped envelopes and newspaper wrappers for the last fiscal year were, like those of postage-stamps, unusually large, being about 23 per cent. in number more than the issues of the preceding year. This great increase was doubtless due to the same cause as the increase in the issues of postage-stamps, namely, the reduction in the letter rate of postage; it is so largely in excess of the normal rate of increase that it cannot reasonably be expected to continue. Judging from

the issues of the past two quarters, a yearly rate of increase not greater than 10 per cent. may be looked for, and the estimate has therefore been made upon that basis, giving in even figures the sum of \$749,000.

The prices now paid for stamped envelopes will continue during the next fiscal year, the contract for the manufacture of the envelopes not expiring until September 30, 1886.

The following is the annual rate of increase in the number of stamped envelopes and newspaper wrappers issued during the last five years :

	Per cent.
For year ended June 30, 1880, over preceding year.....	16.6
For year ended June 30, 1881, over preceding year.....	9.6
For year ended June 30, 1882, over preceding year.....	12.9
For year ended June 30, 1883, over preceding year.....	1.0
For year ended June 30, 1884, over preceding year.....	23.6

IV.—STAMPED-ENVELOPE AGENCY.

For pay of agent and assistants to distribute stamped envelopes and wrappers, and for expenses of the agency..... \$16,000 00

This estimate agrees with the amount of the appropriation for the present year.

V.—POSTAL CARDS.

For manufacture of postal cards.....	\$239,000 00
The total number of postal cards issued during the year ended June 30, 1884, was	362,876,750
Add 10 per cent. for increase.....	36,287,675
Gives estimated number for year ending June 30, 1885.....	399,164,425
Add 10 per cent. for increase, as before.....	39,916,442
Gives estimated number for year ending June 30, 1886	439,080,867
The cost of manufacturing these articles at the present contract price of 54.43 cents per thousand, is.....	\$238,991 71

During the past year there was a marked decrease in the issues of postal cards, the number being nearly seventeen million, or over 4 per cent., less than the issue of the preceding year. This decrease is attributable to the fact that since the reduction in the letter rate of postage, sealed communications have to a considerable extent taken the place of open messages on postal cards—many persons no doubt preferring to give the additional cent of postage for the sake of privacy in their correspondence. As a full year has passed since the reduction of postage went into effect, the decrease in the issues from this cause has probably reached its lowest point, so that in future an increase, proportionate to the general increase of business and population in the country, may be expected. It has not been thought safe to estimate this rate of increase at less than 10 per cent., which, as above indicated, produces the sum of \$239,000. The present appropriation is \$232,000.

The contract for the manufacture of postal cards will expire on the 30th of June, 1885. It is not possible to say at this time whether there will be any material change in price for making them under a new contract, and consequently no allowance for such is made in the estimate.

The rate of increase in the issues of postal cards for the past five years is shown in the following statement :

	Per cent.
For year ended June 30, 1880, over preceding year.....	22.80
For year ended June 30, 1881, over preceding year.....	13.20
For year ended June 30, 1882, over preceding year.....	13.90
For year ended June 30, 1883, over preceding year.....	7.97
For year ended June 30, 1884, over preceding year (decrease).....	4.38

VI.—POSTAL-CARD AGENCY.

For pay of agent and assistants to distribute postal cards, and for expenses of the agency

\$7,300 00

This estimate agrees with the present appropriation.

VII.—REGISTERED-PACKAGE, POST-OFFICE, AND DEAD-LETTER ENVELOPES.

For registered-package, post-office, and dead-letter envelopes..... \$140,000 00

The contract for registered-package, post-office, and dead-letter envelopes is for one year only, beginning on the 1st of July of each year. The prices under the present contract are somewhat higher than under the last one, but notwithstanding this it is thought that the current appropriation will be sufficient, and that no increase need be made for the following year. The appropriation is \$140,000.

VIII.—SHIP, STEAMBOAT, AND WAY LETTERS.

For ship, steamboat, and way letters \$2,000 00

By law (sections 3913, 3976, 3977, 3978 Revised Statutes,) this appropriation is necessary for the payment to masters or owners of vessels, not regularly engaged in the transportation of the mails, for letters brought and delivered to post-offices on arrival in port for transmission to destination. The parties receiving the letters are required to pay, in addition to the regular postage, the amount paid to said master or owner, which amounts are consequently refunded to the Department. The expenditure for the last fiscal year was \$1,614.88; for 1883, \$1,517.10; for 1882, \$1,444.38; for 1881, \$990.95; and for 1880, \$1,355.51. The appropriation for the current year is \$1,500, but this amount will hardly be sufficient for the coming year. The amount needed will be about \$2,000.

IX.—ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

For engraving, printing, and binding drafts and warrants..... \$2,000 00

This appropriation is for the purchase of warrants and drafts used for payments to creditors, transfers of funds to and from postmasters, and collections of balances due the Department. The warrants and drafts are prepared and furnished by the Bureau of Engraving and Printing of the Treasury Department. The present appropriation is \$2,500. The sum of \$2,000 will probably be sufficient for the service of the next year, and the estimate is consequently for that sum.

X.—MISCELLANEOUS.

For miscellaneous items..... \$1,000 00

This estimate is for the same amount as the appropriation for the current fiscal year.

Comparison of appropriations for the office of the Third Assistant Postmaster-General for the year ending June 30, 1885, with estimates for the year ending June 30, 1886.

Items.	Amount appropriated year ending June 30, 1885.	Estimate for year ending June 30, 1886.	Increase of estimates.	
			Amount.	Per cent.
Adhesive postage-stamps.....	\$146,000 00	\$174,000 00	\$28,000 00	19.1
Postage-stamp agency	8,100 00	8,100 00	.....	.....
Stamped envelopes and wrappers.....	644,000 00	749,000 00	105,000 00	16.3
Stamped-envelope agency.....	16,000 00	16,000 00	.....	.....
Postal cards	232,000 00	239,000 00	7,000 00	3.0
Postal-card agency	7,300 00	7,300 00	.....	.....
Registered-package, post-office, and dead-letter envelopes	140,000 00	140,000 00	.....	.....
Ship, steamboat, and way letters	1,500 00	2,000 00	500 00	33.3
Engraving, printing, and binding drafts and warrants	2,500 00	2,000 00	*500 00	*20.0
Miscellaneous.....	1,000 00	1,000 00	.....	.....
Total	1,198,400 00	1,338,400 00	140,000 00	11.7

* Decrease.

Respectfully submitted to the Postmaster-General.

A. D. HAZEN,
Third Assistant Postmaster-General.

OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,
October 30, 1884.

No. 2.—Statement exhibiting the receipts and expenditures, under appropriate heads, by quar-
RECEIPTS.

	Quarter ended September 30, 1883.	Quarter ended December 31, 1883.
Letter-postage paid in money	\$39,016 15	\$1,021 67
Box-rents and branch offices	462,100 37	464,560 56
Fines and penalties	3,498 00	5,752 75
Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards	10,083,509 53	10,678,674 22
Dead letters	1,699 01	2,306 16
Revenue from money-order business	6,044 65	7,301 24
Miscellaneous	10,595,867 71	11,159,616 60

Comparison, including revenue from money-order business:

Decrease of receipts from year ended June 30, 1883, \$2,170,565.53 or 4.7+ per cent.

EXPENDITURES.

Compensation of postmasters	2,908,654 19	2,744,327 56
Compensation of clerks for post-offices	1,138,265 95	1,151,484 20
Compensation of letter-carriers and incidental expenses	844,322 53	874,545 51
Wrapping-paper	10,066 68	5,893 37
Twine	19,326 00	9,878 80
Postmarking and canceling stamps	2,920 58	2,369 26
Mailing implements, fourth-class offices	10,850 20	285 40
Letter-balances	103,091 54	109,799 58
Rent, light, and fuel for post-offices	31,844 05	11,412 01
Stationery	775 53	2,373 01
Furniture for post-offices	13,054 23	14,864 60
Miscellaneous, office of First Assistant Postmaster-General		
Inland mail transportation:		
Railroad	2,988,051 19	3,005,846 49
Star	1,308,129 29	1,260,257 40
Steamboat	152,616 31	149,656 34
Transportation by postal cars	378,761 09	392,437 72
Special and necessary facilities, railroad trunk lines	46,205 31	46,205 31
Compensation of railway postal clerks	972,263 52	998,984 94
Compensation of mail messengers	189,801 51	215,348 17
Compensation of route agents	1,176 00	10,938 48
Mail locks and keys	101,288 63	62,222 45
Mail bags and catchers		
Post-route maps		
Mail depredations, post-office inspectors, fees to United States marshals, attorneys, clerks of courts, and counsel	48,817 13	42,487 49
Postage-stamps	32,577 05	32,659 34
Distribution of postage-stamps	1,725 00	1,772 45
Stamped envelopes and newspaper-wrappers	140,925 94	170,821 44
Distribution of stamped envelopes and newspaper-wrappers	3,740 00	4,009 08
Postal cards	55,486 76	50,426 13
Distribution of postal cards	1,706 00	1,716 30
Registered package envelopes, locks and seals, and official and dead- letter envelopes	26,012 22	23,218 58
Ship, steamboat, and way letters	447 67	378 38
Engraving, printing, and binding drafts and warrants	1,394 75	145 00
Advertising	7,216 86	3,628 60
Miscellaneous, office of Postmaster-General	37 72	
Foreign mail transportation	62,904 13	91,786 85
Balances due foreign countries		669 10
Transfer, foreign mails at Chicago		
Miscellaneous:		
Second Assistant Postmaster-General	61 90	116 50
Third Assistant Postmaster-General	40 00	
Money-order building		
Rent, money-order building		
Furniture, money-order building	1,693 63	
Refund of money erroneously received		
Raw-hide trunks, railway mail service		
Compensation of postmasters under readjustments		
	11,606,251 09	11,492,965 84

Total expenditures for transportation of the mails for year ended June 30, 1884..\$19,542,206 16

Total expenditures for transportation of the mails for year ended June 30, 1883.. 18,070,021 32

Increase year ended June 30, 1884..... 1,472,184 84
(or 8.1+ per ct.)

ters, for the fiscal year ended June 30, 1884, compared with fiscal year ended June 30, 1883.

RECEIPTS.

Quarter ended March 31, 1884.	Quarter ended June 30, 1884.	Total year ended June 30, 1884.	Total ex- penditures on account of previ- ous fiscal years.	Total year ended June 30, 1883.	Compared with year ended June 30, 1883.	
					Increase.	Decrease.
\$47,436 28	\$23,400 92	\$110,875 02	-----	\$146,219 35	-----	\$35,344 33
482,109 97	495,281 67	1,904,052 57	-----	1,882,064 91	\$21,987 66	-----
1,823 50	10,055 87	21,130 12	-----	9,752 24	11,377 88	-----
10,302,166 01	9,681,503 90	40,745,853 66	-----	43,014,043 58	-----	2,268,189 92
3,412 92	2,201 10	9,619 19	-----	12,279 83	-----	2,660 64
-----	519,492 08	519,492 08	-----	411,619 37	107,872 71	-----
6,619 63	7,138 92	27,104 44	-----	32,713 33	-----	5 608 89
10,843,568 31	10,739,074 46	43,338,127 08	-----	45,508,692 61	141,238 25	2,311,803 78
		45,508,692 61	-----			141,238 25
		2,170,565 53	-----			2,170,565 53

Comparison, excluding revenue from money-order business:

Decrease of receipts from year ended June 30, 1883, \$2,278,438.24 or 5.0 per cent.

EXPENDITURES.

2,838,040 46	2,792,808 66	11,283,830 87	\$5,950 98	10,315,394 46	968,436 41	-----
1,192,578 55	1,252,729 72	4,735,058 42	20,369 97	4,367,079 41	367,979 01	-----
889,669 93	895,668 55	3,504,206 52	2,528 28	3,173,306 51	330,900 01	-----
1,973 89	7,054 24	24,988 18	-----	21,999 95	2,988 23	-----
10,348 90	23,444 71	62,998 41	-----	59,999 93	2,998 48	-----
2,068 33	3,312 15	10,670 32	-----	14,992 46	-----	4,322 14
-----	-----	-----	186 48	34,544 54	-----	34,544 54
68 60	8,794 15	19,998 35	-----	14,917 79	5,080 56	-----
104,891 35	112,512 11	430,294 58	9,580 96	431,039 77	-----	745 19
11,744 94	4,967 23	59,968 23	1,608 73	55,000 00	4,968 23	-----
3,760 94	2,781 48	9,690 96	7 50	19,815 38	-----	10,124 42
13,184 53	16,215 63	57,318 99	2,245 18	70,992 79	-----	13,673 80
3,029,249 52	3,108,803 15	12,131,950 35	621,190 14	11,155,179 74	976,770 61	-----
1,233,857 33	1,271,920 14	5,074,164 16	35,255 75	4,661,526 75	412,637 41	-----
128,263 06	145,734 70	576,270 41	951 66	605,434 80	-----	29,164 39
394,067 48	409,733 71	1,575,000 00	10,597 29	1,467,742 50	107,257 50	-----
46,205 31	46,205 31	184,821 24	-----	180,137 53	4,683 71	-----
1,001,889 41	998,219 33	3,971,357 20	551 88	3,688,032 78	283,324 42	-----
206,964 31	212,725 71	824,839 70	7,244 36	761,437 17	63,402 53	-----
-----	-----	-----	284 34	-----	-----	-----
5,811 52	300 00	18,226 00	15,716 52	9,283 00	8,943 00	-----
36,751 61	16,789 40	217,052 09	197 70	199,304 07	17,748 02	-----
-----	-----	-----	-----	4,794 51	-----	4,794 51
44,494 09	51,888 08	187,686 79	2,065 42	199,952 44	-----	12,265 65
37,161 95	33,576 13	135,974 47	3,895 63	109,000 00	26,974 47	-----
1,803 26	1,456 78	6,757 49	-----	7,123 26	-----	365 77
203,443 51	104,040 32	619,231 21	-----	487,475 75	131,755 46	-----
3,740 00	3,862 64	15,351 72	-----	14,964 20	387 52	-----
46,749 11	44,804 33	197,466 33	-----	206,460 75	-----	8,994 42
1,696 60	1,703 80	6,822 70	-----	6,553 46	269 24	-----
30,025 98	23,574 10	102,830 88	-----	96,949 60	5,881 28	-----
337 37	451 46	1,614 88	31 36	1,517 01	97 87	-----
-----	422 60	1,962 35	-----	1,999 22	-----	36 87
3,234 64	4,834 99	18,915 09	309 91	38,779 04	-----	19,863 95
1,039 70	73 97	1,151 39	-----	356 53	794 86	-----
93,089 58	75,213 56	322,994 12	22,343 97	291,548 66	31,445 46	-----
1,158 75	66 19	1,894 04	13,649 31	21,480 42	-----	19,586 38
-----	-----	-----	-----	6,000 00	-----	6,000 00
200 34	18 20	396 94	-----	196 15	200 79	-----
83 00	78 05	201 05	-----	228 00	-----	26 95
-----	-----	-----	-----	663 95	-----	663 95
-----	-----	-----	-----	752 68	-----	752 68
310 59	-----	2,004 22	-----	12,743 60	-----	10,739 38
-----	-----	-----	100 00	-----	-----	-----
9,000 00	-----	9,000 00	-----	-----	9,000 00	-----
-----	-----	-----	42,736 30	-----	-----	-----
11,628,958 44	11,676,785 28	46,404,960 65	819,599 62	42,816,700 56	3,764,925 08	176,664 99
		42,816,700 56	-----		176,664 99	-----
		3,588,260 09	-----		3,588,260 09	-----

Increase of expenditures over year ended June 30, 1883, \$3,588,260.09, or 8.3+ per cent.

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 3.—Statement showing appropriations and expenditures for the year ended June 30, 1884.

Title of appropriation.	Amount of appropriation.	Expended to Sept. 30, 1884.	Balance unexpended.	Excess of expenditures.
<i>Office of the Postmaster-General.</i>				
Mail depredations and post-office inspectors, and fees to United States marshals, attorneys, &c.....	\$200,000 00	\$187,686 79	\$12,313 21	.....
Advertising	40,000 00	18,915 09	21,084 91	.....
Miscellaneous items in the office of the Postmaster-General.....	1,500 00	1,151 39	348 61	.....
Post-route maps	1,860 00	.....	1,860 00	.....
<i>Office of the First Assistant Postmaster-General.</i>				
Compensation to postmasters	10,950,000 00	11,283,830 87	.....	\$333,830 87
Compensation to clerks in post-offices....	4,775,000 00	4,735,058 42	39,941 58	.....
Payment to letter-carriers and the incidental expenses of the free-delivery system.....	3,514,653 40	3,504,206 52	10,446 88	.....
Wrapping-paper.....	25,000 00	24,988 18	11 82	.....
Twine	63,000 00	62,998 41	1 59	.....
Marking and rating stamps.....	20,000 00	10,670 32	9,329 68	.....
Letter-balances, test-weights, and scales.....	20,000 00	19,998 35	1 65	.....
Rent, light, and fuel for post-offices.....	445,000 00	430,294 58	14,705 42	.....
Office furniture	25,000 00	9,690 96	15,309 04	.....
Stationery	60,000 00	59,968 23	31 77	.....
Miscellaneous and incidental items	90,000 00	57,318 99	32,681 01	.....
Furniture for money-order building.....	2,004 22	2,004 22	.....	.....
<i>Office of the Second Assistant Postmaster-General.</i>				
Inland mail transportation, railroad routes	12,200,000 00	12,131,950 35	68,049 65	.....
Inland mail transportation, steamboat routes	600,000 00	576,270 41	23,729 59	.....
Inland mail transportation, star routes...	5,250,000 00	5,074,164 16	175,835 84	.....
Railway post-office car service	1,575,000 00	1,575,000 00	.....	.....
Necessary and special mail facilities on trunk lines	185,000 00	184,821 24	178 76	.....
Compensation to railway postal clerks...	3,977,120 00	3,971,357 20	5,762 80	.....
Compensation to mail messengers	865,000 00	824,839 70	40,160 30	.....
Mail locks and keys	20,000 00	18,226 00	1,774 00	.....
Mail-bags and mail-bag catchers.....	220,000 00	217 052 09	2,947 91	.....
Miscellaneous items	1,000 00	396 94	603 06	.....
Raw-hide trunks for registered mail	9,000 00	9,000 00	.....	.....
<i>Office of the Third Assistant Postmaster-General.</i>				
Postage-stamps	140,000 00	135,974 47	4,025 53	.....
Postage-stamp agency	8,100 00	6,757 49	1,342 51	.....
Stamped envelopes and newspaper wrappers	632,000 00	619,231 21	12,768 79	.....
Stamped-envelope agency	16,000 00	15,351 72	648 28	.....
Postal cards	253,000 00	197,466 33	55,533 67	.....
Postal-card agency.....	7,300 00	6,822 70	477 30	.....
Registered-package envelopes, locks and seals, and post-office and dead-letter envelopes	140,000 00	102,830 88	37,169 12	.....
Ship, steamboat, and way letters	1,500 00	1,614 88	.....	114 88
Engraving, printing, and binding drafts and warrants	2,000 00	1,962 35	37 65	.....
Miscellaneous items	1,000 00	201 05	798 95	.....
<i>Office of the Superintendent of Foreign Mails.</i>				
Transportation of foreign mails	350,000 00	322,994 12	27,005 88	.....
Balances due foreign countries.....	60,000 00	1,894 04	58,105 96	.....
Total	46,746,037 62	46,404,960 65	675,022 72	333,945 75

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 4.—Receipts and disbursements at Treasury depositories during the fiscal year ended June 30, 1884.

Depositories.	Deposits.	By transfer.	Aggregate accumulation.	Aggregate receipts.	Increase of receipts over 1883.	Decrease of receipts from 1883.	Warrants drawn.	Increase over 1883.
Treasurer United States, Washington, D. C.	\$327, 163 76	\$58, 770 05	\$385, 933 81	\$327, 163 76	.....	\$230, 177 86	\$562, 477 98	.....
Assistant treasurer United States, Baltimore, Md.	314, 642 58	.....	314, 642 58	314, 642 58	.....	124, 113 71	329, 010 18	.....
Assistant treasurer United States, Boston, Mass.	1, 903, 098 69	.....	1, 903, 098 69	1, 903, 098 69	.....	430, 494 08	1, 709, 018 58	\$339, 050 61
Assistant treasurer United States, Chicago, Ill.	3, 366, 001 83	.....	3, 366, 001 83	3, 366, 001 83	.....	625, 918 43	3, 704, 231 12	719, 147 60
Assistant treasurer United States, Cincinnati, Ohio.	1, 428, 356 79	.....	1, 428, 356 79	1, 428, 356 79	.....	370, 558 61	1, 538, 101 73	.....
Assistant treasurer United States, New Orleans, La.	629, 503 84	100, 000 00	729, 503 84	629, 503 84	.....	133, 864 92	917, 787 94	32, 324 50
Assistant treasurer United States, New York, N. Y.	7, 739, 306 21	.....	7, 739, 306 21	7, 739, 306 21	.....	544, 290 35	7, 897, 527 66	1, 123, 942 86
Assistant treasurer United States, Philadelphia, Pa.	1, 822, 860 40	.....	1, 822, 860 40	1, 822, 860 40	.....	359, 846 41	2, 108, 063 63	61, 493 94
Assistant treasurer United States, San Francisco, Cal.	762, 049 16	100, 000 00	862, 049 16	762, 049 16	.....	197, 059 55	1, 072, 349 61	178, 205 00
Assistant treasurer United States, Saint Louis, Mo.	1, 220, 769 23	900, 000 00	2, 120, 769 23	1, 220, 769 23	.....	310, 539 30	2, 173, 899 53	.....
First National Bank, Denver, Colo.	404 93	.....	404 93	404 93	.....	303 67	.....	.....
First National Bank, Galveston, Tex.	.....	.....	.....	.....	.....	100 00	.....	.....
First National Bank of Helena, Helena, Mont.	3 14	.....	3 14	3 14	\$3 14	.....	.....	.....
First National Bank, Leavenworth, Kans.	205 00	.....	205 00	205 00	.....	297 16	.....	.....
First National Bank, Madison, Wis.	.....	.....	.....	.....	.....	125 00	.....	.....
First National Bank, Memphis, Tenn.	150 00	.....	150 00	150 00	28 45	.....	.....	.....
First National Bank, Milwaukee, Wis.	182 75	.....	182 75	182 75	127 75	.....	.....	.....
First National Bank, Montgomery, Ala.	.....	.....	.....	.....	.....	.....	.....	.....
First National Bank, Nashville, Tenn.	298 30	.....	298 30	298 30	298 30	1, 292 98	.....	.....
First National Bank, Trenton, N. J.	4, 424 53	.....	4, 424 53	4, 424 53	4, 424 53	.....	.....	.....
First National Bank, Tucson, Ariz.	8, 603 41	.....	8, 603 41	8, 603 41	8, 017 66	.....	.....	.....
First National Bank, Winston, N. C.	552 22	.....	552 22	552 22	552 22	.....	.....	.....
First National Bank, Yankton, Dak.	.....	.....	.....	.....	.....	.....	.....	.....
Second National Bank, Saint Paul, Minn.	100 00	.....	100 00	100 00	100 00	1, 200 00	.....	.....
Second National Bank, Utica, N. Y.	1, 080 00	.....	1, 080 00	1, 080 00	1, 080 00	.....	.....	.....
Merchants' National Bank, Cleveland, Ohio.	835 00	.....	835 00	835 00	343 30	.....	.....	.....
Merchants' National Bank, Little Rock, Ark.	390 27	.....	390 27	390 27	.....	431 84	.....	.....
Merchants' National Bank, Portland, Me.	50 00	.....	50 00	50 00	20 00	.....	.....	.....
Merchants' National Bank, Savannah, Ga.	2, 052 05	.....	2, 052 05	2, 052 05	833 57	.....	.....	.....
Atlanta National Bank, Atlanta, Ga.	190 00	.....	190 00	190 00	.....	.....	.....	.....
Charter Oak National Bank, Hartford, Conn.	.....	.....	.....	.....	.....	81 15	.....	.....
City National Bank, Grand Rapids, Mich.	110 00	.....	110 00	110 00	.....	250 00	.....	.....
Farmers' and Mechanics' National Bank, Buffalo, N. Y.	.....	.....	.....	.....	.....	264 09	.....	.....
Indianapolis National Bank, Indianapolis, Ind.	290 00	.....	290 00	290 00	.....	520 00	.....	.....
Kentucky National Bank, Louisville, Ky.	320 28	.....	320 28	320 28	262 12	299 19	.....	.....
Omaha National Bank, Omaha, Nebr.	50 00	.....	50 00	50 00	.....	.....	.....	.....
People's National Bank, Charleston, S. C.	46, 938 79	.....	46, 938 79	46, 938 79	.....	530 84	.....	.....
State National Bank, El Paso, Tex.	3, 571 48	.....	3, 571 48	3, 571 48	3, 571 48	35, 941 23	.....	.....
State National Bank, Springfield, Ill.	560 00	.....	560 00	560 00	.....	316 71	.....	.....
Tradesmen's National Bank, Pittsburgh, Pa.	500 00	.....	500 00	500 00	300 00	.....	.....	.....
The Detroit National Bank, Detroit, Mich.	250 00	.....	250 00	250 00	25 00	.....	.....	.....
Total	19, 585, 774 64	1, 158, 770 05	20, 744, 544 69	19, 585, 774 64	19, 987 52	3, 368, 817 08	22, 012, 467 96	2, 454, 164 51
						19, 987 52		684, 212 87
						3, 348, 829 56		1, 769, 951 64

No. 4.—Receipts and disbursements at Treasury depositories during the fiscal year ended June 30, 1884—Continued.

Depositories.	Decrease from 1883.	Transfer account—		Warrants paid.	Outstanding warrants, June 30, 1883.	Balances as per transcripts, June 30, 1884.	Outstanding warrants, June 30, 1884.	Balances subject to draft June 30, 1884.
		From—	To—					
Treasurer United States, Washington, D. C.	\$65,025 64		\$58,770 05	\$571,268 20	\$2,729 04	\$166,511 41	\$4,001 74	\$162,509 67
Assistant treasurer United States, Baltimore, Md.	7,783 01			329,089 19	1,860 10	327,723 09	1,556 15	326,166 94
Assistant treasurer United States, Boston, Mass.		\$300,000 00		1,708,382 67	2,408 94	1,366,796 07	3,044 85	1,363,751 22
Assistant treasurer United States, Chicago, Ill.		400,000 00		3,709,410 76	11,401 81	648,770 57	5,709 12	643,061 45
Assistant treasurer United States, Cincinnati, Ohio	379,946 59			1,539,275 53	4,091 70	341,364 00	2,917 90	338,446 10
Assistant treasurer United States, New Orleans, La.			100,000 00	936,835 28	35,259 40	203,470 69	11,650 19	191,820 50
Assistant treasurer United States, New York, N. Y.		300,000 00		7,885,278 27	22,468 12	2,139,942 69	24,408 55	2,115,534 14
Assistant treasurer United States, Philadelphia, Pa.				2,107,920 15	909 41	468,772 76	1,052 89	467,719 87
Assistant treasurer United States, San Francisco, Cal.		100,000 00		1,071,394 66	8,364 82	116,350 56	10,199 77	106,150 79
Assistant treasurer United States, Saint Louis, Mo.	231,457 63		900,000 00	2,185,376 23	17,739 58	301,472 41	10,928 78	290,543 63
First National Bank, Denver, Colo.		1,113 53				3 14		3 14
First National Bank of Helena, Helena, Mont.								
First National Bank, Leavenworth, Kans.		205 00				125 00		125 00
First National Bank, Memphis, Tenn.		25 00				182 75		182 75
First National Bank, Milwaukee, Wis.						33 30		33 30
First National Bank, Nashville, Tenn.		265 00						
First National Bank, Trenton, N. J.		4,424 53				1,640 83		1,640 83
First National Bank, Tucson, Ariz.		6,962 58				552 22		552 22
First National Bank, Winston, N. C.						50 00		50 00
Second National Bank, Saint Paul, Minn.		50 00				280 00		280 00
Second National Bank, Utica, N. Y.		800 00				100 00		100 00
Merchants' National Bank, Cleveland, Ohio.		835 00				324 22		324 22
Merchants' National Bank, Little Rock, Ark.		66 05						
Merchants' National Bank, Portland, Me.		50 00				625 65		625 65
Merchants' National Bank, Savannah, Ga.		1,426 40						
Atlanta National Bank, Atlanta, Ga.		190 00				10 00		10 00
City National Bank, Grand Rapids, Mich.		200 00						
Indianapolis National Bank, Indianapolis, Ind.		200 00				247 50		247 50
Kentucky National Bank, Louisville, Ky.		72 78				50 00		50 00
Omaha National Bank, Omaha, Nebr.						8,314 97		8,314 97
People's National Bank, Charleston, S. C.		38,623 82				1,176 12		445 00
State National Bank, El Paso, Tex.		2,395 36				445 00		
State National Bank, Springfield, Ill.		115 00						
Tradesmen's National Bank, Pittsburgh, Pa.		500 00						
The Detroit National Bank, Detroit, Mich.		250 00						
Assistant treasurer United States, New Orleans, La.*						31,164 44		31,164 44
United States depository, Little Rock, Ark.*						5,823 50		5,823 50
United States depository, Merchants' Bank, Savannah, Ga.*						205 76		205 76
United States depository, Galveston, Tex.*						83 36		83 36
Total	684,212 87	1,158,770 05	1,158,770 05	22,044,230 94	107,232 92	6,132,612 01	75,469 94	6,057,142 07

* Old accounts.

COMPARATIVE STATEMENT BETWEEN FISCAL YEARS OF 1883 AND 1884 AT TREASURY DEPOSITORIES.

Deposits for fiscal year 1883	\$22, 934, 604 20	Warrants drawn for 1884	\$22, 012, 467 96
Deposits for fiscal year 1884	19, 585, 774 64	Warrants drawn for 1883	20, 242, 516 32
Decrease in deposits for 1884	3, 348, 829 56	Increase for 1884	1, 769, 951 64
Decrease of receipts for 1884	3, 368, 817 08	Balance subject to draft June 30, 1883	8, 483, 835 39
Deduct increase of receipts for 1884	19, 987 52	Balance subject to draft June 30, 1884	6, 057, 142 07
Decrease for 1884, as shown above	3, 348, 829 56	Decrease for 1884	2, 426, 693 32
		Total number of warrants issued during fiscal year 1884	70, 408
		Total number of warrants issued during fiscal year 1883	48, 278
		Increase for 1884	22, 130

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 5.—*Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ended June 30, 1884.*

ORDINARY POSTAGE STAMPS.

Denominations.	Quarter ending Sept. 30, 1883.	Quarter ending Dec. 31, 1883.	Quarter ending March 31, 1884.	Quarter ending June 30, 1884.	Total.
1-cent	84, 582, 100	96, 221, 900	102, 338, 100	93, 814, 700	376, 956, 800
2-cent	157, 598, 100	238, 918, 900	278, 928, 200	251, 623, 900	927, 069, 100
3-cent	95, 461, 000	5, 000	25, 200	34, 900	95, 526, 100
4-cent	1, 541, 200	5, 244, 200	4, 800, 500	4, 558, 050	16, 143, 950
5-cent	5, 197, 080	6, 111, 000	7, 570, 580	6, 635, 740	25, 514, 400
6-cent	898, 050	-----	40, 000	53, 750	991, 800
10-cent	3, 498, 540	3, 712, 420	4, 885, 750	3, 916, 370	16, 013, 080
15-cent	282, 340	265, 260	377, 860	166, 740	1, 092, 200
30-cent	75, 600	110, 910	150, 930	96, 460	433, 900
90-cent	7, 250	6, 220	7, 740	5, 920	27, 130
Total	349, 141, 260	350, 595, 810	399, 124, 860	360, 906, 530	1, 459, 768, 460
Value	\$7, 658, 408 00	\$6, 705, 967 00	\$7, 773, 149 00	\$6, 939, 920 00	\$29, 077, 444 00

NEWSPAPER AND PERIODICAL POSTAGE-STAMPS.

2-cent	112, 480	118, 620	119, 420	118, 660	469, 180
4-cent	85, 595	86, 830	94, 825	88, 525	355, 775
6-cent	59, 795	49, 885	64, 420	53, 035	227, 135
8-cent	45, 810	39, 225	48, 865	39, 620	173, 520
10-cent	90, 290	78, 795	95, 365	94, 685	359, 135
12-cent	43, 310	41, 110	41, 845	39, 585	165, 850
24-cent	42, 700	40, 165	47, 545	42, 325	172, 735
36-cent	24, 885	20, 605	26, 130	22, 515	94, 135
48-cent	16, 555	16, 105	17, 685	15, 625	65, 970
60-cent	18, 250	18, 235	22, 195	19, 880	78, 560
72-cent	7, 795	8, 855	11, 965	8, 815	37, 430
84-cent	5, 800	9, 430	7, 950	8, 330	31, 510
96-cent	15, 980	17, 370	17, 295	15, 965	66, 610
\$1.92	8, 370	11, 245	11, 070	9, 380	40, 065
\$3.00	7, 696	10, 978	8, 708	8, 559	35, 941
\$6.00	3, 958	5, 514	4, 706	5, 227	19, 405
\$9.00	2, 425	3, 459	2, 979	3, 111	11, 974
\$12.00	2, 520	3, 797	3, 374	3, 507	13, 198
\$24.00	1, 260	1, 775	1, 730	1, 025	5, 790
\$36.00	614	1, 081	1, 053	857	3, 605
\$48.00	475	965	826	550	2, 816
\$60.00	1, 711	2, 926	2, 687	2, 235	9, 559
Total	598, 274	586, 970	652, 638	602, 016	2, 439, 898
Value	\$383, 855 70	\$559, 189 60	\$526, 242 50	\$453, 930 00	\$1, 923, 217 80

ORDINARY STAMPED ENVELOPES AND WRAPPERS.

ORDINARY STAMPED ENVELOPES.					
1-cent	8, 197, 500	10, 126, 750	10, 865, 500	9, 592, 250	38, 782, 000
2-cent	19, 608, 350	32, 266 550	25, 887, 750	25, 811, 850	103, 574, 500
3-cent	4, 295, 500	-----	-----	-----	4, 295, 500
4-cent	104, 150	185, 200	68, 400	83, 550	441, 300
5-cent	9, 750	31, 500	50, 750	24, 000	116, 000
6-cent	8, 550	250	-----	-----	8, 800
10-cent	500	750	-----	5, 000	6, 250
15-cent	500	250	-----	-----	750
30-cent	-----	-----	500	-----	500
90-cent	100	-----	100	-----	200
NEWSPAPER WRAPPERS.					
1-cent	10, 822, 250	9, 567, 250	10, 032, 750	10, 539, 500	40, 961, 750
2-cent	1, 151, 250	970, 750	1, 342, 000	1, 065, 000	4, 529, 000
Total	44, 198, 400	53, 149, 250	48, 247, 750	47, 121, 150	192, 716, 550
Value	\$816, 191 34	\$967, 241 83	\$843, 417 31	\$826, 178 09	\$3, 453, 028 57

No. 5.—*Postage-stamps, stamped envelopes, newspaper wrappers, &c.*—Continued.

STAMPED ENVELOPES BEARING A REQUEST TO RETURN.

Denominations.	Quarter ending Sept. 30, 1883.	Quarter ending Dec. 31, 1883.	Quarter ending March 31, 1884.	Quarter ending June 30, 1884.	Total.
1-cent	886, 250	1, 238, 500	1, 473, 500	1, 098, 500	4, 696, 750
2-cent	21, 781, 500	33, 603, 750	31, 322, 500	30, 837, 500	117, 545, 250
3-cent	6, 697, 000	.....	.....	.....	6, 697, 000
4-cent	129, 500	181, 500	104, 500	95, 000	510, 500
5-cent	10, 500	17, 000	14, 500	10, 500	52, 500
6-cent	13, 000	.....	.....	.....	13, 000
15-cent	500	.....	.....	.....	500
Total	29, 518, 250	35, 040, 750	32, 915, 000	32, 041, 500	129, 515, 500
Value	\$719, 493 30	\$772, 378 70	\$721, 443 25	\$705, 445 30	\$2, 918, 760 55

POSTAGE-DUE STAMPS.

1-cent	853, 300	863, 900	912, 600	837, 700	3, 467, 500
2-cent	1, 679, 100	2, 032, 100	2, 204, 000	1, 990, 400	7, 905, 600
3-cent	662, 050	50, 500	11, 700	.....	724, 250
5-cent	100, 190	76, 500	158, 060	119, 800	454, 550
10-cent	220, 300	147, 370	402, 380	251, 220	1, 021, 270
30-cent	6, 930	2, 210	16, 050	1, 170	26, 360
50-cent	5, 810	1, 848	5, 010	.....	12, 668
Total	3, 527, 680	3, 174, 428	3, 709, 800	3, 200, 290	13, 612, 198
Value	\$94, 000 00	\$70, 945 00	\$109, 018 00	\$79, 648 00	\$353, 611 00

POSTAL CARDS.

1 cent	101, 941, 500	92, 644, 000	85, 888, 500	82, 315, 500	362, 789, 500
2-cent	25, 000	30, 500	14, 750	17, 000	87, 250
Total	101, 966, 500	92, 674, 500	85, 903, 250	82, 332, 500	362, 876, 750
Value	\$1, 019, 915 00	\$927, 050 00	\$859, 180 00	\$823, 495 00	\$3, 629, 640 00

OFFICIAL POSTAGE-STAMPS.

1-cent	44, 000	158, 000	198, 250	156, 600	556, 850
2-cent	216, 000	534, 800	462, 550	317, 100	1, 530, 450
3-cent	404, 000	10, 000	15, 050	13, 000	442, 050
6-cent	207, 000	80, 500	91, 300	28, 500	407, 300
7-cent	1, 000	.....	.....	.....	1, 000
10-cent	214, 000	16, 500	22, 250	2, 100	254, 850
12-cent	29, 500	22, 500	24, 250	4, 100	80, 350
15-cent	19, 500	6, 000	2, 500	12, 000	40, 000
24-cent	15, 500	21, 100	6, 350	600	43, 550
30-cent	7, 800	8, 600	7, 350	1, 620	25, 370
90-cent	3, 100	750	2, 100	1, 720	7, 670
Total	1, 161, 400	858, 750	831, 950	537, 340	3, 389, 440
Value	\$66, 085 00	\$30, 975 00	\$28, 292 00	\$14, 688 00	\$140, 040 00

No. 5.—*Postage-stamps, stamped envelopes, newspaper wrappers, &c.*—Continued.

OFFICIAL STAMPED ENVELOPES AND WRAPPERS ISSUED TO WAR DEPARTMENT.

Denomination.	Quarter ending Sept. 30, 1883.	Quarter ending Dec. 31, 1883.	Quarter ending March 31, 1884.	Quarter ending June 30, 1884.	Total.
ENVELOPES.					
2-cent		5,000			5,000
3-cent	6,250				6,250
6-cent	250				250
12-cent	100				100
NEWSPAPER WRAPPERS.					
1-cent	600,000		600,000	600,000	1,800,000
Total	606,600	5,000	600,000	600,000	1,811,600
Value	\$6,826 26	\$109 00	\$6,600 00	\$6,600 00	\$20,135 26

RECAPITULATION.

Articles issued.	Number.	Amount.
Ordinary postage-stamps	1,459,768,460	\$29,077,444 00
Newspaper and periodical stamps	2,439,898	1,923,217 80
Ordinary stamped envelopes, plain	147,225,800	2,907,340 32
Ordinary stamped envelopes, request	129,515,500	2,918,760 55
Newspaper wrappers	45,490,750	545,688 25
Postage-due stamps	13,612,198	353,611 00
Postal cards	362,876,750	3,629,640 00
Official postage-stamps	3,389,440	140,040 00
Official stamped envelopes and wrappers	1,811,600	20,135 26
Aggregate	2,166,130,396	41,515,877 18

A. D. HAZEN,
*Third Assistant Postmaster-General.*No. 6.—*Official postage-stamps.*

Denominations.	State Department.	Treasury Department.	War Department.	Interior Department.	Department of Justice.	Department of Agriculture.	Total.
1-cent	2,000		534,700	20,000		150	556,850
2-cent	2,000		957,300	570,000	1,000	150	1,530,450
3-cent			181,000	260,000	1,000	50	442,050
6-cent			277,300	130,000			407,300
7-cent			1,000				1,000
10-cent	4,000	200,000	40,700	10,000		150	254,850
12-cent	2,000		67,700	10,500		150	80,350
15-cent	4,000		25,500	10,500			40,000
24-cent	1,000		31,900	10,500		150	43,550
30-cent	1,500		23,470	250		150	25,370
90-cent	500		6,920	250			7,670
Total	17,000	200,000	2,147,490	1,022,000	2,000	950	3,389,440
Value	\$2,440	\$20,000	\$83,575	\$33,855	\$50	\$120	\$140,040

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 7.—*Issue of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ending June 30, 1884.*

Denominations.	Number of ordinary stamps, including postage-due stamps.	Number of stamped envelopes and newspaper wrappers.	Number of postal cards.	Number of newspaper and periodical stamps.	Total.
One-cent	380, 424, 300	84, 440, 500	362, 789, 500	.....	827, 654, 300
Two-cent.....	934, 974, 700	225, 648, 750	87, 250	469, 180	1, 161, 179, 880
Three-cent.....	96, 250, 350	10, 992, 500	.....	.....	107, 242, 850
Four-cent.....	16, 143, 950	951, 800	.....	355, 775	17, 451, 525
Five-cent.....	25, 968, 950	168, 500	.....	.....	26, 137, 450
Six-cent.....	991, 800	21, 800	.....	227, 135	1, 240, 735
Eight-cent .....	.....	.....	.....	173, 520	173, 520
Ten-cent	17, 034, 350	6, 250	.....	359, 135	17, 399, 735
Twelve-cent .....	.....	.....	.....	165, 850	165, 850
Fifteen-cent.....	1, 092, 200	1, 250	.....	.....	1, 093, 450
Twenty-four cent .....	.....	.....	.....	172, 735	172, 735
Thirty-cent	460, 260	500	.....	.....	460, 760
Thirty-six cent.....	.....	.....	.....	94, 135	94, 135
Forty-eight cent.....	.....	.....	.....	65, 970	65, 970
Fifty-cent.....	12, 668	.....	.....	.....	12, 668
Sixty-cent.....	.....	.....	.....	78, 560	78, 560
Seventy-two cent.....	.....	.....	.....	37, 430	37, 430
Eighty-four cent .....	.....	.....	.....	31, 510	31, 510
Ninety-cent	27, 130	200	.....	.....	27, 330
Ninety-six cent.....	.....	.....	.....	66, 610	66, 610
One dollar and ninety-two cent.....	.....	.....	.....	40, 065	40, 065
Three-dollar.....	.....	.....	.....	35, 941	35, 941
Six-dollar.....	.....	.....	.....	19, 405	19, 405
Nine-dollar.....	.....	.....	.....	11, 974	11, 974
Twelve-dollar.....	.....	.....	.....	13, 198	13, 198
Twenty-four dollar.....	.....	.....	.....	5, 790	5, 790
Thirty-six dollar.....	.....	.....	.....	3, 605	3, 605
Forty-eight dollar.....	.....	.....	.....	2, 816	2, 816
Sixty-dollar.....	.....	.....	.....	9, 559	9, 559
Aggregate	1, 473, 380, 658	322, 232, 050	362, 876, 750	2, 439, 898	2, 160, 929, 356
Value	\$29, 431, 055 00	\$6, 371, 789 12	\$3, 629, 640 00	\$1, 923, 217 80	\$41, 355, 701 92

Denominations.	Number of official stamps to Executive Departments.	Number of official stamped envelopes and newspaper wrappers.			Total.
One-cent	556, 850	1, 800, 000	.....	.....	2, 356, 850
Two-cent.....	1, 530, 450	5, 000	.....	.....	1, 535, 450
Three-cent.....	442, 050	6, 250	.....	.....	448, 300
Six-cent.....	407, 300	250	.....	.....	407, 550
Seven-cent.....	1, 000	.....	.....	.....	1, 000
Ten-cent.....	254, 850	.....	.....	.....	254, 850
Twelve-cent.....	80, 350	100	.....	.....	80, 450
Fifteen-cent.....	40, 000	.....	.....	.....	40, 000
Twenty-four cent.....	43, 550	.....	.....	.....	43, 550
Thirty-cent.....	25, 370	.....	.....	.....	25, 370
Ninety-cent.....	7, 670	.....	.....	.....	7, 670
Aggregate.....	3, 389, 440	1, 811, 600	.....	.....	5, 201, 040
Value	\$140, 040 00	\$20, 135 26	.....	.....	\$160, 175 26
Total of all	1, 476, 770, 098	324, 043, 650	362, 876, 750	2, 439, 898	2, 166, 130, 396
Value	\$29, 571, 095 00	\$6, 391, 924 38	\$3, 629, 640 00	\$1, 923, 217 80	\$41, 515, 877 18

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 8.—Table showing the increase in the issue of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards, including the issues for official use, for the fiscal year ending June 30, 1884, over those of the preceding year.

Articles issued.	1883.		1884.		Increase.		Per cent. increase.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps	1, 202, 743, 800	\$30, 307, 179 00	1, 459, 768, 460	\$29, 077, 444 00	257, 024, 660	*\$1, 229, 735 00	21. 36+	*4. 05+
Newspaper and periodical stamps	2, 207, 939	1, 752, 564 50	2, 439, 898	1, 923, 217 80	231, 959	170, 653 30	10. 50+	9. 73+
Ordinary stamped envelopes, plain	114, 251, 950	2, 831, 096 87	147, 225, 800	2, 907, 340 32	32, 973, 850	76, 243 45	28. 86+	2. 69+
Ordinary stamped envelopes, request	100, 578, 250	3, 129, 774 15	129, 515, 500	2, 918, 760 55	28, 937, 250	*211, 013 60	28. 77+	*6. 74+
Newspaper wrappers	44, 436, 250	530, 188 75	45, 490, 750	545, 688 25	1, 054, 500	15, 499 50	2. 37+	2. 92+
Postage-due stamps	12, 609, 900	404, 915 90	13, 612, 198	353, 611 00	1, 002, 298	*51, 304 90	7. 95—	*12. 67+
Postal cards	379, 516, 750	3, 796, 090 00	362, 876, 750	3, 629, 640 00	*16, 640, 000	*166, 450 00	*4. 38+	*4. 38+
Total issues for sale to the public	1, 856, 344, 839	42, 751, 809 17	2, 160, 929, 356	41, 355, 701 92	304, 584, 517	*1, 396, 107 25	16. 41—	*3. 26+
Add official stamps	2, 575, 830	125, 839 20	3, 389, 440	140, 040 00	813, 610	14, 200 80	31. 59—	11. 28+
Add official stamped envelopes and wrappers	2, 769, 000	32, 671 20	1, 811, 600	20, 135 26	*957, 400	*12, 535 94	*34. 57+	*38. 37
Total of all issues	1, 861, 689, 669	42, 910, 319 57	2, 166, 130, 396	41, 515, 877 18	304, 440, 727	*1, 394, 442 39	16. 35+	*3. 25

* Decrease.

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 9.—Statement showing amount of dead mail matter treated in the division of dead letters during the fiscal year ended June 30, 1884.

CLASSIFICATION AND AMOUNT OF MAIL MATTER.		MODE OF TREATMENT.			
Class.	Number.	Class.	Delivered unopened.	Opened.	On hand.
Domestic mailed letters:		Domestic mailed letters.....	56, 218	3, 686, 410	89, 400
Unopened from last fiscal year.....	271, 900				
Received during the year.....	3, 560, 128				
Domestic unmailable letters:		Domestic unmailable letters:	16, 712	116, 275	599
Held for postage.....		Held for postage.....		1, 797	
From last fiscal year.....	2, 559	Containing unmailable articles.....	75, 700	239, 019	
Received during the year.....	131, 027	Misdirected.....		14, 134	
		Blank.....			
	133, 586				
Containing unmailable articles.....	1, 797	Domestic third and fourth-class matter.....		69, 637	
Misdirected.....	314, 719				
Blank (without address).....	14, 134				
Domestic third and fourth-class matter (packages).....		Foreign matter:			7, 907
Foreign matter:	464, 236	Letters.....	448, 312		
From last fiscal year (letters).....	69, 637	Printed matter, samples, &c.....	20, 979		
Received during the year (letters)....					
Printed matter, samples, &c., returnable to country of origin.....	456, 219				
	20, 979				
Total.....	477, 198	Total.....	617, 921	4, 127, 272	97, 906
	4, 843, 099				

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 10.—Statement showing the disposition of mail matter opened in the division of dead letters during the year ended June 30, 1884.

LETTERS OPENED.			MANNER IN WHICH DISPOSED OF.											
Containing—			Number.	Value.	Containing—	On hand.		Delivered.		Filed.		De- stroyed.	Outstanding.	
						Num- ber.	Value.	Number.	Value.	Num- ber.	Value.	Number.	Num- ber.	Value.
Money:														
Outstanding from last fiscal year..	787=	\$2,305 51												
On hand from last fiscal year	1,389=	2,771 50												
Received during the year	17,387=	33,770 17	19,563	\$38,847 18	Money	1,344	\$2,576 94	13,062	\$25,808 47	4,107	\$7,663 15		1,050	\$2,798 62
Drafts, checks, notes, &c.:														
Outstanding from last fiscal year..	665=	284,621 06												
Received during the year	20,204=	1,576,948 13	20,869	1,861,569 19	Drafts, checks, &c.			19 014	1,374,708 43	697	60,650 97		1,158	426,209 79
Merchandise, books, &c., received during the year			95,191		Merchandise, books, &c.			45,710		31,912		*17,513	56	
Receipts, paid notes, &c., received during the year			34,399		Receipts, paid notes, &c.			31,557		2,842				
Photographs received during the year			38,348		Photographs			30,904		7,444				
Postage-stamps received the year			84,088		Postage-stamps			80,400		3,688				
Nothing of value			3,837,655		Nothing of value			1,298,178				†2,539,477		
Total			4,130,113	1,900,416 37	Total	1,344	2,576 94	1,518,825	1,400,516 90	50,690	68,314 12	2,556,990	2,264	429,008 41

* Magazines, pamphlets, fruit, cake, seeds.

† Including 133,100 returned to writers, and, writers not being found, again sent to the dead-letter office.

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 11.—Statement showing number of pieces, classification, and disposition of unmailable matter received at the dead-letter office during the fiscal year ended June 30, 1884.

Received.		Disposition.	
Held for postage: Foreign address..... Domestic address..... Misdirected..... Blank..... Unmailable, containing coin, lottery tickets, &c..... Hotel..... Fictitious..... Returned misdirected.....	13,959 117,070 131,029 366,524 14,134 1,797 112,648 24,383 12,866	Circulars sent to collect postage: Domestic address..... Foreign address..... Official and Navy forwarded..... Opened..... Misdirected: Turned over to foreign branch..... Address corrected and forwarded..... Opened..... Blanks opened..... Unmailable, containing coin, lottery, &c.: Turned over to foreign branch..... Opened..... Hotel: Turned over to foreign branch..... Opened..... Fictitious: Turned over to foreign branch..... Opened..... Returned misdirected opened..... Total.....	16,734 4,599 628 109,068 51,805 75,700 239,019 14,134 1,797 13,298 99,350 995 23,388 24,383 12,866 663,381
Total.....		PACKAGES.	
Held for postage..... Misdirected..... Blank..... Unmailable..... Excess of weight and measure..... Total..... Grand total.....	9,774 10,596 13,389 7,775 1,144 42,678 706,059	Examined and turned over..... Grand total.....	42,678 706,059

A. D. HAZEN
Third Assistant Postmaster-General.

No. 11.—*Statement showing amount, classification, and disposition of unmailable matter received at the dead-letter office, &c.—Continued.*

TABLE A.—DISPOSITION OF LETTERS TREATED BY CIRCULAR.

Awaiting reply to circular July 1, 1883	2, 559
Treated by circular during the year :	
Domestic address	16, 734
Foreign address	4, 599
	<u>21, 333</u>
	<u>23, 892</u>
Forwarded in reply to circular during the year :	
Domestic address	12, 756
Foreign address	3, 328
	<u>16, 084</u>
Turned over to opening branch	7, 209
	<u>23, 293</u>
	<u>599</u>
Awaiting reply to circular July 1, 1884	

TABLE B.—CONTENTS AND DISPOSITION OF OPENED LETTERS.

Money	5, 637
Drafts, notes, money-orders, &c	4, 259
Paid notes, canceled checks, &c	7, 550
Merchandise, books, chromos, &c	2, 170
Photographs	5, 306
Postage-stamps	13, 623
No value	468, 286
Total	<u>506, 831</u>
Containing valuables, turned over to different branches for record	38, 545
Containing nothing of value, returned to writer	246, 164
Containing nothing of value, destroyed	222, 122
Total	<u>506, 831</u>

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 12.—Statement showing number of dead foreign letters received and disposed of during the fiscal year ended June 30, 1884.

RECEIVED.		DISPOSITION.				
Class.	Number	Class.	Returned to country of origin.	Delivered to addressees.	Misdirected letters forwarded to corrected address.	On hand.
Registered letters— On hand July 1, 1883..... 344 Received during the year.. 12, 644	12, 988	Registered letters..	12, 146	418	67	357
Ordinary letters— On hand July 1, 1883..... 3, 845 Received during the year.. 439, 386		Ordinary letters....	424, 390	161	11, 130	7, 550
Printed matter	443, 231 20, 979	Printed matter.....	20, 094	12	873	.....
Total	477, 198	Total	456, 630	591	12, 070	7, 907

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 13.—Statement showing the number of letters originating in the United States and returned by foreign countries as undeliverable during the fiscal year ended June 30, 1884.

Class.	Number.
Registered letters.....	1, 209
Ordinary letters.....	175, 365
Printed matter, &c.....	33, 862
Total.....	210, 436

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 14.—Table showing amount of dead matter returned to and received from each of the foreign countries during the fiscal year ended June 30, 1884.

Countries.	Returned to—				Received from—			
	Registered.	Ordinary.	Printed.	Total.	Registered.	Ordinary.	Printed.	Total.
Antigua	1	36	.....	37	2	49	76	127
Argentine Republic	17	256	19	292	.....	408	1	409
Austria-Hungary	2,425	13,345	1,264	17,034	.....	.....	.....	.....
Bahamas	1	289	.....	290	.....	195	.....	195
Barbadoes	1	112	.....	113	.....	148	98	246
Belgium	75	1,757	52	1,884	.....	.....	.....	.....
Bermuda .....	.....	223	2	225	.....	128	.....	128
Brazil	41	403	20	464	.....	86	.....	86
British Guiana	5	84	.....	89	.....	147	346	493
British Honduras	1	48	.....	49	.....	46	.....	46
British India	23	505	101	629	.....	.....	.....	.....
Canada	1,540	100,105	551	102,196	377	79,366	1,008	80,751
Ceylon .....	.....	27	1	28	.....	.....	.....	.....
Chili	12	382	5	399	2	410	3,417	3,829
Costa Rica .....	.....	24	7	31	.....	15	.....	15
Cuba	29	1,310	29	1,368	.....	1,334	2,217	3,551
Danish West Indies .....	.....	129	.....	129	.....	189	.....	189
Denmark	60	5,778	167	6,005	.....	.....	.....	.....
Dominica .....	.....	7	.....	7	.....	9	.....	9
Ecuador .....	.....	28	.....	28	.....	.....	.....	.....
Egypt	6	92	.....	98	.....	.....	.....	.....
France	253	7,590	7,889	15,732	.....	4,279	2,367	6,646
French West Indies .....	.....	37	.....	37	.....	.....	.....	.....
Germany	2,825	77,329	1,334	81,488	.....	.....	.....	.....
Great Britain	1,494	101,090	2,730	105,314	620	43,177	4,934	48,731
Greece	22	139	13	174	.....	.....	.....	.....
Grenada .....	.....	2	.....	2	.....	31	.....	31
Guatemala	2	81	2	85	.....	2	.....	2
Hawaii	10	563	8	581	.....	237	.....	237
Hayti	2	55	1	58	.....	29	.....	29
Honduras, Republic of	1	64	1	66	.....	105	.....	105
Hong-Kong	3	1,170	4	1,177	.....	269	66	335
Italy	1,481	39,085	2,636	43,202	91	2,512	1,864	4,467
Jamaica	2	295	.....	297	2	306	.....	308
Japan	8	324	24	356	.....	128	8	136
Java, Netherlands Indies	7	70	2	79	.....	17	5	22
Luxembourg	19	464	3	486	.....	.....	.....	.....
Mauritius	1	21	.....	22	.....	.....	.....	.....
Mexico	37	3,585	21	3,643	2	3,148	996	4,146
Montserrat .....	.....	1	.....	1	.....	.....	.....	.....
Netherlands	32	2,241	613	2,886	.....	.....	.....	.....
Netherlands West Indies	3	51	1	55	.....	9	.....	9
Nevis .....	.....	3	.....	3	.....	.....	.....	.....
Newfoundland	8	405	2	415	.....	509	21	530
New South Wales	21	695	15	731	28	1,078	12	1,118
New Zealand	9	599	6	614	11	436	415	862
Nicaragua .....	.....	59	1	60	.....	13	.....	13
Norway	178	13,410	312	13,900	.....	.....	.....	.....
Paraguay .....	.....	1	1	2	.....	.....	.....	.....
Persia	1	5	.....	6	.....	.....	.....	.....
Peru .....	.....	78	1	79	.....	212	.....	212
Philippines .....	.....	37	.....	37	.....	.....	.....	.....
Porto Rico	1	77	2	80	.....	.....	.....	.....
Portugal	79	2,526	47	2,652	14	379	429	822
Queensland	11	245	1	257	3	228	4	235
Roumania	26	173	4	203	.....	.....	.....	.....
Russia	755	8,651	368	9,774	.....	.....	.....	.....
St. Christopher's .....	.....	18	.....	18	.....	.....	.....	.....
St. Lucia .....	.....	3	1	4	.....	16	1	17
St. Vincent .....	.....	14	.....	14	.....	1	.....	1
San Salvador	1	33	.....	34	.....	.....	.....	.....
Santo Domingo .....	.....	59	1	60	.....	161	.....	161
Servia	4	9	.....	13	.....	.....	.....	.....
Siam (Bangkok) .....	.....	2	.....	2	.....	.....	.....	.....
Spain	34	723	773	1,530	7	214	225	446
Straits Settlements	1	43	.....	44	.....	41	.....	41
Surinam .....	.....	13	.....	13	.....	8	.....	8
Sweden	293	31,276	787	32,356	.....	.....	.....	.....
Switzerland	237	4,766	244	5,247	.....	.....	.....	.....
Tobago .....	.....	2	1	3	.....	2	.....	2
Trinidad	2	70	1	73	1	27	15	43
Turkey	12	107	5	124	.....	.....	.....	.....
Turk's Island .....	.....	12	.....	12	.....	.....	.....	.....

No. 14.—Table showing amount of dead matter returned and received, &c.—Continued.

Countries.	Returned to—				Received from—			
	Registered.	Ordinary.	Printed.	Total.	Registered.	Ordinary.	Printed.	Total.
United States of Colombia.....	4	391	5	400	13	847	2, 505	3, 365
Uruguay.....	14	109	4	127	.....	379	.....	379
Venezuela.....	6	114	3	123	2	106	.....	108
Victoria.....	10	465	9	484	23	669	8	700
Postal Union.....	.....	.....	.....	.....	10	30, 763	12, 823	43, 596
Miscellaneous.....	.....	.....	.....	.....	1	2, 497	1	2, 499
Total.....	12, 146	424, 390	20, 094	456, 630	1, 209	175, 365	33, 862	210, 436

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 15.—Table showing the number, classification, and disposition of dead registered letters during the year ended June 30, 1884.

Number and class of letters received.		How disposed of.	
Domestic—		Delivered without being opened—	
Official.....	37	To foreign branch.....	12, 644
Ordinary.....	2, 328	To Executive Departments...	37
Request.....	1, 733	Card and request.....	1, 733
	4, 098		14, 414
Foreign.....	12, 644	Opened.....	2, 328
Total.....	16, 742	Total.....	16, 742

Contents of letters opened.	Number.	Disposition of letters opened.				
		Delivered.	Filed.		Outstanding.	Total.
			At once.	Returned and filed.		
Drafts, money orders, &c.....	214	185	1	19	9	214
Money.....	615	468	12	129	6	615
Photographs, receipts, certificates, &c.....	195	171	10	14	.....	195
Merchandise.....	246	130	60	.....	56	246
Nothing of value.....	1, 058	485	307	266	.....	1, 058
Total.....	2, 328	1, 439	390	428	71	2, 328

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 16.—*Number of registered letters and parcels transmitted through the mails from each*

States.	Quarter ended September 30, 1883.				
	Domestic.		Foreign.		Free.
	Letters.	Parcels.	Letters.	Parcels.	
Alabama	23, 557	984	228	25	4, 994
Arkansas	24, 149	704	89	13	4, 806
California	34, 107	10, 193	5, 570	291	5, 609
Colorado	27, 701	3, 509	1, 628	93	2, 372
Connecticut	24, 590	5, 477	2, 010	96	42, 137
Delaware	3, 077	88	64	.....	400
Florida	20, 111	1, 047	208	16	1, 890
Georgia	28, 069	1, 154	255	.....	4, 912
Illinois	91, 671	15, 893	8, 754	235	19, 381
Indiana	56, 769	1, 524	567	11	9, 547
Iowa	59, 415	1, 843	1, 403	18	13, 886
Kansas	39, 668	2, 056	627	8	9, 374
Kentucky	35, 189	13, 249	271	9	4, 737
Louisiana	30, 623	4, 336	779	59	3, 665
Maine	30, 791	1, 251	1, 845	12	3, 022
Maryland	22, 507	1, 541	785	107	1, 921
Massachusetts	51, 342	13, 238	9, 537	576	4, 071
Michigan	64, 691	2, 848	6, 347	83	10, 633
Minnesota	39, 566	1, 669	2, 969	20	5, 815
Mississippi	20, 528	1, 454	100	3	4, 655
Missouri	80, 593	9, 784	1, 720	84	10, 860
Nebraska	27, 125	1, 389	864	24	4, 920
Nevada	5, 545	559	372	8	888
New Hampshire	14, 336	641	975	10	1, 622
New Jersey	33, 074	1, 576	2, 866	59	2, 606
New York	176, 360	65, 016	27, 957	2, 618	92, 131
North Carolina	32, 551	927	57	.....	6, 631
Ohio	96, 931	6, 122	3, 754	123	14, 595
Oregon	14, 109	1, 380	665	11	2, 367
Pennsylvania	129, 503	14, 141	9, 182	266	13, 762
Rhode Island	8, 025	1, 482	1, 025	16	620
South Carolina	19, 868	751	165	1	2, 946
Tennessee	33, 994	1, 276	132	5	5, 451
Texas	51, 834	4, 081	2, 217	286	11, 424
Vermont	13, 957	589	854	3	1, 748
Virginia	43, 417	2, 337	277	23	4, 500
West Virginia	22, 644	483	134	2	2, 600
Wisconsin	52, 803	1, 938	2, 556	167	8, 158
Alaska Territory	61	26	6	.....	3
Arizona Territory	8, 927	706	246	18	356
Dakota Territory	29, 586	906	1, 139	26	2, 712
District of Columbia	29, 827	1, 839	333	28	13, 018
Idaho Territory	9, 619	491	132	1	667
Indian Territory	5, 104	169	31	.....	344
Montana Territory	11, 317	1, 140	538	15	1, 073
New Mexico Territory	9, 067	925	210	42	619
Utah Territory	9, 053	700	371	35	814
Washington Territory	10, 277	532	462	19	1, 143
Wyoming Territory	5, 471	904	113	38	431
Total	1, 713, 099	206, 871	103, 389	5, 603	366, 836

State and Territory in the United States during the fiscal year ended June 30, 1884.

Quarter ended December 31, 1883.					Quarter ended March 31, 1884.				
Domestic.		Foreign.		Free.	Domestic.		Foreign.		Free.
Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.	Letters.	Parcels.	
31,915	1,347	199	11	6,429	35,025	1,053	172	3	5,737
33,242	1,174	147	10	5,798	35,468	767	146	1	5,148
43,297	19,855	7,495	507	7,432	40,822	10,612	6,038	316	7,015
31,000	7,777	1,999	278	3,153	26,883	4,678	1,794	162	3,183
28,186	8,034	2,574	154	65,128	29,717	8,614	2,103	177	56,511
3,617	164	173	6	561	3,678	106	140	4	515
24,259	1,801	308	21	2,073	29,830	1,886	307	21	2,112
37,238	1,960	497	1	5,924	38,138	1,490	366	-----	5,847
118,998	25,046	10,651	482	25,069	122,192	18,578	9,184	221	25,120
68,452	2,529	1,060	24	11,671	74,346	1,594	735	12	12,096
85,365	3,712	1,952	75	18,024	80,315	2,084	2,097	34	18,652
63,328	4,700	930	50	11,880	69,913	2,957	1,133	18	12,645
41,502	6,966	360	17	5,331	45,836	6,206	364	10	5,697
35,565	5,360	1,567	60	3,978	36,018	4,475	1,460	71	4,126
36,294	2,942	1,903	50	4,294	38,376	1,898	1,754	40	4,153
20,973	2,328	1,162	69	2,664	28,068	1,697	990	77	2,678
64,050	17,111	11,828	375	6,061	66,454	13,673	8,967	281	6,167
77,738	4,172	7,306	116	14,435	75,461	4,138	6,517	144	14,015
55,345	3,608	3,693	54	8,195	51,036	2,403	3,564	37	7,645
28,307	2,225	137	3	5,609	30,476	1,690	109	2	5,583
99,557	16,049	2,465	179	13,181	109,603	11,851	2,076	105	12,702
37,540	2,790	1,284	75	7,016	42,043	1,959	1,496	26	6,467
7,301	1,354	499	27	1,074	5,802	687	394	18	991
16,939	928	1,190	17	2,551	16,952	510	1,161	12	2,767
31,562	2,981	3,411	104	3,743	32,165	1,804	2,827	53	3,756
196,028	101,911	35,990	4,029	93,207	193,430	73,469	33,531	3,721	91,877
41,545	1,433	94	1	7,509	45,088	1,194	80	-----	7,298
116,992	10,015	4,618	250	18,796	122,321	7,274	3,886	131	18,832
20,094	2,001	1,321	40	3,115	19,589	1,432	658	17	2,553
152,843	20,126	11,167	778	17,688	158,436	16,439	10,363	907	17,472
8,363	2,176	1,439	38	963	8,259	1,631	1,058	19	962
28,082	1,010	243	3	3,293	27,704	771	287	1	3,308
41,887	1,642	151	3	5,844	47,074	1,408	173	-----	5,917
70,428	6,332	2,617	298	13,764	72,846	5,401	2,535	1,172	13,074
17,524	1,305	965	12	2,544	17,376	837	1,021	9	2,582
50,335	3,453	300	52	5,241	56,104	2,619	328	23	5,086
26,223	619	160	11	3,182	26,282	469	156	6	2,936
70,753	3,755	3,152	159	11,599	70,604	2,191	3,104	72	10,951
36	66	1	-----	6	83	64	1	-----	4
10,671	1,097	251	12	489	9,863	785	287	8	364
40,333	1,928	1,717	30	3,670	35,991	1,222	1,911	23	3,341
31,861	3,109	506	72	8,639	32,503	3,021	438	62	8,248
11,015	740	167	5	679	10,121	436	120	1	680
6,471	327	68	2	421	6,878	234	85	3	402
14,646	2,176	677	42	1,190	13,121	1,390	626	21	929
10,702	644	236	28	955	10,632	1,181	220	14	1,033
11,047	1,288	854	72	997	11,490	853	486	48	1,025
14,312	1,330	635	33	1,355	16,818	711	557	27	1,292
7,055	1,357	207	22	523	6,519	978	178	28	481
2,120,836	316,753	132,326	8,757	447,143	2,183,749	233,420	117,983	8,158	431,975

No. 16.—Number of registered letters and parcels transmitted through the

States.	Quarter ended June 30, 1884.					Total.	
	Domestic.		Foreign.		Free.	Domestic.	
	Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.
Alabama	32,742	1,121	169	3	6,196	123,239	4,505
Arkansas	32,669	906	167	9	5,211	125,528	3,551
California	41,065	10,867	5,921	346	7,312	159,291	51,527
Colorado	26,728	4,514	1,690	264	3,044	112,312	20,478
Connecticut	26,511	8,446	1,873	143	54,399	109,004	30,571
Delaware	3,675	83	136	1	523	14,047	441
Florida	28,676	1,605	336	24	2,257	102,876	6,339
Georgia	34,409	1,325	182	-----	5,738	137,854	5,929
Illinois	110,824	17,972	9,413	210	25,161	443,685	77,489
Indiana	65,460	1,606	532	14	12,202	265,027	7,253
Iowa	71,117	1,897	1,676	15	18,373	296,212	9,536
Kansas	66,045	2,693	986	13	12,387	238,964	12,406
Kentucky	36,875	8,709	304	8	8,938	159,402	35,130
Louisiana	34,696	5,289	1,171	62	4,170	136,902	19,460
Maine	35,598	1,580	1,796	28	4,073	141,059	7,671
Maryland	26,441	1,936	1,220	63	2,657	97,989	7,502
Massachusetts	60,772	13,389	9,580	497	5,817	242,618	57,411
Michigan	71,907	3,456	5,916	53	15,173	289,797	14,614
Minnesota	48,312	2,173	3,126	31	7,303	194,259	9,853
Mississippi	30,925	1,881	171	42	5,470	110,236	7,250
Missouri	97,846	11,657	2,044	124	12,958	387,599	49,341
Nebraska	39,560	1,876	1,127	50	6,063	146,268	8,014
Nevada	5,691	448	371	135	949	24,339	3,048
New Hampshire	16,288	521	965	1	2,476	64,515	2,600
New Jersey	31,717	1,765	2,701	72	3,698	128,518	8,126
New York	192,982	89,728	32,484	2,851	89,243	758,800	330,124
North Carolina	43,826	1,031	110	14	6,884	163,010	4,591
Ohio	114,686	6,575	3,444	175	18,332	450,930	29,986
Oregon	18,556	1,251	1,055	37	4,125	72,348	6,064
Pennsylvania	149,621	16,733	9,021	793	17,712	590,403	67,442
Rhode Island	7,670	1,823	1,014	23	802	32,317	7,112
South Carolina	24,047	764	204	2	3,229	99,701	3,296
Tennessee	44,547	1,642	280	1	5,578	167,502	5,968
Texas	64,982	4,712	3,292	523	13,266	260,090	20,526
Vermont	16,777	704	915	2	2,536	65,634	3,435
Virginia	55,120	2,621	334	27	5,069	204,976	11,030
West Virginia	26,840	403	136	7	3,001	101,999	1,974
Wisconsin	63,535	1,953	2,915	85	11,119	257,695	9,837
Alaska Territory	72	56	-----	-----	3	252	212
Arizona Territory	10,465	941	215	2	491	39,926	3,529
Dakota Territory	38,163	1,285	1,478	16	3,447	144,073	5,341
District of Columbia	33,546	2,708	428	87	6,690	127,737	10,677
Idaho Territory	9,456	647	135	4	787	40,211	2,314
Indian Territory	6,421	369	55	-----	441	24,874	1,099
Montana Territory	13,112	1,518	658	23	798	52,196	6,224
New Mexico Territory	9,579	1,018	241	14	931	39,980	3,768
Utah Territory	10,121	738	547	34	951	41,711	3,579
Washington Territory	14,041	697	484	14	1,363	55,448	3,270
Wyoming Territory	5,940	1,183	186	28	652	24,985	4,422
Total	2,050,654	248,821	113,204	6,970	429,998	8,068,338	1,005,865

RECAPIT

Total domestic letters .....	.....
Total domestic parcels .....	.....
Total foreign letters .....	.....
Total foreign parcels .....	.....
Free .....	.....
Grand total .....	.....
Fees received .....	.....

mails from each State and Territory in the United States, &c.—Continued.

Total.			Grand total of letters and parcels registered for year ended June 30, 1884.	Fees received.	Increase.			
Foreign.		Free.			Letters and parcels.	Fees.	Per cent.	
Letters.	Parcels.						Letters and parcels.	Fees.
768	42	23,356	151,910	\$12,855 40	7,651	\$265 60	5.3	2.1
549	33	20,963	150,624	12,966 10	10,339	604 80	7.3	4.8
25,024	1,460	27,368	264,670	23,730 20	26,275	1,791 90	11.0	8.1
7,111	797	11,752	152,450	14,069 80	*6,883	*995 90	-----	-----
8,560	570	218,175	366,880	14,870 50	54,919	767 30	17.0	5.4
513	11	1,999	17,011	1,501 20	114	*47 50	-----	-----
1,159	82	8,332	118,788	11,045 60	23,868	2,213 10	25.1	25.5
1,300	1	22,421	167,505	14,508 40	6,828	139 60	4.2	9.0
38,002	1,148	94,731	655,055	56,032 40	45,602	1,958 50	7.4	3.6
2,894	61	45,516	320,751	27,523 50	16,170	437 90	5.3	1.2
7,128	142	68,935	381,953	31,301 80	11,177	*843 70	3.0	-----
3,676	89	46,286	301,421	25,513 50	23,804	848 90	8.5	3.4
1,299	44	24,903	220,778	19,587 50	12,339	601 20	4.1	3.1
4,977	252	15,939	177,530	16,159 10	*1,053	*501 00	-----	-----
7,298	130	15,542	171,700	15,615 80	15,937	970 80	10.2	6.6
4,157	316	9,920	119,884	10,996 40	8,035	523 40	7.1	4.9
39,912	1,729	22,116	363,786	34,167 00	9,774	162 80	2.7	0.4
26,086	396	54,256	385,149	33,089 30	13,450	*303 00	3.6	-----
13,352	142	28,958	246,564	21,760 60	10,735	237 40	4.5	1.1
517	50	21,317	139,370	11,805 30	*1,091	*504 80	-----	-----
8,305	492	49,701	495,438	44,573 70	44,247	2,897 20	9.8	6.9
4,771	175	24,466	183,694	15,922 80	30,188	2,093 10	19.6	15.1
1,636	188	3,902	33,113	2,921 10	*1,507	*218 00	-----	-----
4,291	40	9,416	80,862	7,144 60	3,365	*6 80	4.3	-----
11,805	288	13,803	162,540	14,873 70	5,116	63 90	3.2	0.4
129,962	13,219	366,458	1,598,563	123,210 50	93,079	3,355 00	6.1	2.7
341	15	28,322	196,279	16,795 70	19,820	1,391 80	11.2	9.0
15,702	679	70,555	567,852	49,729 70	1,878	*1,823 70	-----	-----
3,699	105	12,160	94,376	8,221 60	20,023	1,550 10	26.0	23.3
39,733	2,744	66,634	766,956	70,032 20	3,799	*1,665 30	-----	-----
4,536	96	3,347	47,408	4,406 10	2,848	173 40	6.3	4.1
899	7	12,776	116,679	10,390 30	5,274	333 80	4.7	3.3
736	9	22,790	197,005	17,421 50	11,087	707 90	5.9	4.2
10,661	2,279	51,528	345,084	29,355 60	21,234	1,232 70	6.5	4.3
3,755	26	9,410	82,260	7,285 00	4,748	76 60	6.1	1.6
1,239	125	19,896	237,266	21,737 00	22,298	1,863 40	13.7	9.3
586	26	11,719	116,304	10,458 50	11,040	802 00	14.8	8.3
11,727	483	41,827	321,569	27,974 20	14,938	276 20	4.8	0.9
8	-----	16	488	47 20	279	27 00	133.0	133.0
999	40	1,700	46,194	4,449 40	2,142	189 60	4.8	4.4
6,245	95	13,170	168,924	15,575 40	37,296	3,100 40	28.3	25.1
1,705	249	36,595	176,963	14,036 80	*19,384	3,496 40	-----	33.1
554	11	2,813	45,903	4,309 00	3,639	262 20	8.6	6.4
239	5	1,608	27,825	2,621 70	2,793	238 70	11.1	10.0
2,499	101	3,990	65,010	6,102 00	1,690	33 50	2.66	-----
907	98	3,538	48,291	4,475 30	*3,237	*450 70	-----	-----
2,258	189	3,787	51,524	4,773 70	*1,074	*189 90	-----	-----
2,138	93	5,153	66,102	6,094 90	20,606	1,876 40	45.2	42.3
684	116	2,087	32,294	3,020 70	5,614	495 40	21.1	19.6
466,902	29,488	1,675,952	11,246,545	957,059 30	651,829	30,509 60	6.2	3.3

* Decrease.

ULATION.

-----	8,068,338 }	9,074,203
-----	1,005,865 }	
-----	466,902 }	496,390
-----	29,488 }	1,675,952

-----		11,246,545
-----		\$957,059 30

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 17.—Table showing increase of registered letters and parcels upon which fees were collected at the twenty-five leading cities in the country during the fiscal year ended June 30, 1884, over the amount for preceding year.

Cities.	Year ended June 30, 1883.				Year ended June 30, 1884.				Increase.					
	Letters.	Parcels.	Total.	Fees.	Letters.	Parcels.	Total.	Fees.	Letters.	Parcels.	Total letters and parcels.	Dollars.	Per ct.	Fees.
	Number.	Number.	Number.	Dollars.	Number.	Number.	Number.	Dollars.	Number.	Per ct.	Number.	Per ct.	Dollars.	Per ct.
New York, N. Y.	354,460	277,614	632,074	63,207 40	361,807	283,472	645,279	64,527 90	7,347	2.07	5,858	2.11	1,320 50	2.09
Philadelphia, Pa.	119,536	43,497	163,033	16,303 30	95,294	43,432	138,726	13,872 60	24,242	.....	65	.....	2,430 70	.....
Brooklyn, N. Y.	40,902	11,705	52,607	5,260 70	38,515	13,214	51,729	5,172 90	2,387	.....	1,509	12.89	87 80	.....
Chicago, Ill.	103,204	64,568	167,772	16,777 20	114,033	62,658	176,691	17,669 10	10,829	10.49	1,910	.....	891 90	5.32
Saint Louis, Mo.	45,531	31,814	77,345	7,734 50	46,853	32,424	79,277	7,927 70	1,322	2.90	610	1.91	193 20	2.5
Boston, Mass.	89,063	46,436	135,499	13,549 90	92,023	41,891	133,914	13,391 40	2,960	3.32	4,545	.....	158 50	.....
Baltimore, Md.	33,971	6,583	40,554	4,055 40	32,932	6,206	39,138	3,913 80	1,039	.....	377	.....	141 60	.....
Cincinnati, Ohio.	32,202	7,145	39,347	3,934 70	30,121	8,918	39,039	3,903 90	2,081	.....	1,773	24.81	30 80	.....
San Francisco, Cal.	51,611	29,402	81,013	8,101 30	55,703	29,263	84,966	8,496 60	4,092	7.82	139	.....	395 30	4.87
New Orleans, La.	49,003	13,026	62,029	6,202 90	49,053	16,408	65,461	6,546 10	8,950	.....	3,382	25.96	556 80	.....
Washington, D. C.	97,896	7,115	105,011	10,501 10	128,977	10,913	139,890	13,989 00	31,081	31.75	3,798	53.38	3,487 90	33.21
Cleveland, Ohio.	29,915	5,547	35,462	3,546 20	29,682	5,810	35,492	3,549 20	233	.....	263	4.74	3 00	.....
Buffalo, N. Y.	17,697	791	18,488	1,848 80	19,928	8,306	28,234	2,823 40	2,231	12.60	7,515	95.06	974 60	52.71
Newark, N. J.	16,054	2,786	18,840	1,884 00	15,400	2,263	17,663	1,766 30	654	.....	523	.....	117 70	.....
Louisville, Ky.	14,864	27,872	42,736	4,273 60	14,047	31,276	45,323	4,532 30	817	.....	3,404	12.21	258 70	5.81
Pittsburgh, Pa.	26,191	6,841	33,032	3,303 20	19,874	9,836	29,710	2,971 00	6,317	.....	2,995	4.37	332 20	.....
Jersey City, N. J.	8,335	675	9,010	901 00	8,150	533	8,683	868 30	185	.....	142	.....	32 70	.....
Detroit, Mich.	16,124	4,406	20,530	2,053 00	17,606	6,156	23,762	2,376 20	1,482	8.63	1,750	39.49	323 20	10.87
Milwaukee, Wis.	16,873	2,857	19,730	1,973 00	17,204	3,133	20,337	2,033 70	331	1.96	276	9.66	60 70	3.78
Albany, N. Y.	10,041	7,289	17,330	1,733 00	12,261	4,876	17,137	1,713 70	2,220	22.10	2,413	.....	19 30	.....
Providence, R. I.	12,549	5,213	17,762	1,776 20	12,469	6,132	18,601	1,860 10	80	.....	919	17.62	83 90	4.72
Rochester, N. Y.	11,706	3,834	15,540	1,554 00	14,070	4,131	18,201	1,820 10	2,364	2.02	297	7.74	266 10	17.12
Allegheny, Pa.	8,171	854	9,025	902 50	7,276	1,229	8,505	850 50	895	.....	375	43.91	52 00	.....
Richmond, Va.	10,252	2,022	12,274	1,227 40	10,018	2,128	12,146	1,214 60	234	.....	106	5.24	12 80	.....
New Haven, Conn.	14,480	3,870	18,350	1,835 00	13,332	5,092	18,424	1,842 40	1,148	.....	1,222	31.57	7 40	.....
Total	1,230,631	613,762	1,844,393	184,439 30	1,247,628	639,700	1,887,328	188,732 80	16,997	1.38	25,938	4.22	4,293 50	2.33

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 18.—Statement showing the operations of the registry system at the cities of New York, N. Y., Philadelphia, Pa., Chicago, Ill., Saint Louis, Mo., and Washington, D. C., during the fiscal year ended June 30, 1884.

Description.	New York.	Philadelphia.	Chicago.	Saint Louis.	Washington.	Total.
Letters registered.....	371,337	101,551	123,400	51,645	211,874	859,807
Registered letters received for delivery.....	1,072,520	262,540	508,597	256,767	451,036	2,551,460
Registered letters received for distribution.....	890,958	13,952	15,183	750	5,074	925,917
Parcels of third and fourth class registered.....	283,472	42,711	62,658	32,424	10,913	432,178
Parcels of third and fourth class received for delivery.....	.....	12,990	23,552	8,773	14,398	59,713
Registered packages received.....	1,069,386	209,060	454,447	217,212	409,335	2,359,440
Registered packages in transit.....	790,271	165,117	926,780	754,748	224,232	2,861,148
Registered packages made up and mailed.....	813,052	106,904	147,369	73,156	120,058	1,260,539
Through registered pouches received.....	28,061	10,708	28,171	23,413	11,455	101,808
Through registered pouches in transit.....	26,256	112	3,799	373	952	31,492
Through registered pouches made up and dispatched.....	32,863	10,814	26,313	23,193	11,477	104,660
Internal revenue through registered pouches dispatched.....	.....	.....	.....	.....	3,922	3,922
Internal revenue through registered pouches returned.....	.....	.....	.....	.....	3,729	3,729
Postal-note packages received and mailed.....	9,994	.....	.....	.....	.....	9,994
Postage-stamp packages received and mailed.....	193,451	10,849	.....	60,638	.....	264,938
Total number of registered letters, parcels packages, and pouches handled.....	5,581,621	947,308	2,320,269	1,503,092	1,478,455	11,830,745
Value of gold coin received in registered mail.....	\$950,000	.....	.....	.....	.....	\$950,000

A. D. HAZEN,
Third Assistant Postmaster-General.

REPORT
OF
THE SUPERINTENDENT
OF THE
POSTAL MONEY-ORDER SYSTEM
FOR THE
FISCAL YEAR ENDED JUNE 30, 1884.

REPORT.

OF THE

SUPERINTENDENT OF THE POSTAL MONEY-ORDER SYSTEM.

POST-OFFICE DEPARTMENT,
OFFICE OF SUPERINTENDENT OF MONEY-ORDER SYSTEM,
Washington, D. C., November 29, 1884.

SIR: I have the honor to submit the following report of the transactions of the postal money-order system for the fiscal year, which closed on the 30th of June last. The data it contains are of special interest, inasmuch as during the last ten months of that period the postal-note business, an entirely new and untried feature of the postal system of this country, was in operation at all money-order offices concurrently with the money-order business.

NUMBER OF MONEY-ORDER OFFICES.

Since the date of my last report the largest annual increase has been made to the number of money-order offices that has occurred since the system began.

On June 30, 1883, there were in operation 5,927 money-order offices. During the last fiscal year there were added 391, and discontinued 8. On June 30, 1884, there were 6,310 money-order offices, and since the last mentioned date the system has been extended to 760 and discontinued at 4; making the total number of post-offices at which money-order business is now transacted 7,066.

ISSUES AND PAYMENTS OF DOMESTIC MONEY-ORDERS.

The number of domestic money-orders issued during the year was	
7,835,694, amounting to	\$122, 121, 261 98
And the number of such orders paid during the same	
period was 7,781,716, aggregating in value	\$121, 101, 697 03
In addition to which there were repaid to the re-	
mitters 60,659 money-orders, of the value of	869, 385 77
Making the total amount of payments and repayments	121, 971, 082 80
And the excess of issues over payments	150, 179 18
The gross amount of the fees received by postmasters from the public	
for the issue of domestic money-orders was	950, 065 79

As compared with the previous fiscal year there was an increase in the amount of orders issued of \$4,791,855.67, or 4.08 per cent.; an increase in the amount of orders paid of \$4,626,802.02, or 3.94 per cent.;

a decrease in the amount of fees received of \$151,756.01, or 13.77 per cent.; a decrease in the number of orders issued of 971,862, or 11.03 per cent.

ISSUES AND PAYMENTS OF POSTAL NOTES.

The number of postal notes issued during the year was 3,689,237, aggregating.....	\$7, 411, 992 48
And the number of notes paid during the same time was 3,350,314, of the value of.....	\$7, 155, 379 52
In addition to which there were repaid at the issuing offices postal notes to the number of 48,102, and amounting to	98, 746 42
Making the total amount of payments and repayments.....	7, 254, 125 94
And the excess of issues over payments	157, 866 54
The gross amount of fees received from the public was.....	110, 282 88

The average amount of the money-orders issued was \$15.58, or \$2.26 more than during the preceding fiscal year, and the average fee was 12.12 cents, or thirty-nine one hundredths of a cent less than the average fee of the preceding year.

The average amount of the postal notes issued was \$2.01.

Of the total number of transactions, the money-orders comprised 68 per cent. and the postal notes 32 per cent.

The decrease in the number of domestic money-orders issued and the increase in the amount thereof are attributable to the introduction of postal notes and to the increase of the limit of a single money-order from \$50 to \$100.

During the year the Paymaster-General of the Army purchased money-orders to the amount of \$15,241.92, for the payment of the claims of colored soldiers for services rendered in the late war. These orders were not transmitted directly from the War Department to the respective payees, but were forwarded through this office, with certain blank forms and instructions to be observed by the postmasters drawn upon in order to insure correct payment of the claims.

DUPLICATE MONEY-ORDERS.

Annexed hereto is a statement, marked B, of the number of duplicate orders issued by this office during the fiscal year ended June 30, 1884, and of the causes which rendered the issue of such duplicates necessary.

Duplicate money-orders are issued, without expense to the owners of the originals, whenever the original order has been lost or destroyed before payment, or when the original has not been paid within the limit of one year fixed by law, after which the original becomes invalid and not payable, and when the original bears more than one indorsement, which by law likewise renders it void. Duplicates are also issued in favor of the remitters of the original orders when payment of the latter has been prohibited by the Postmaster-General to fraudulent lotteries or similar schemes for obtaining money through the mails by means of false representations.

One thousand one hundred and seventy-five duplicates were issued in lieu of invalid postal notes.

DRAFTS AND TRANSFERS.

If, upon presentation of money-orders to him, a postmaster finds that he has not sufficient money-order funds for the payment thereof, he is permitted to make a transfer for that purpose from the postal funds

in his hands. The total amount of such transfers made during the last fiscal year was \$904,238.80, while the sum of \$287,787.62 was retransferred to the postal fund. The balance due the latter, to wit, \$616,451.18, was repaid by a deposit made in the Treasury to the credit of the Treasurer of the United States for the service of the Post-Office Department on November 28, 1884.

When the course of business is such that the payments of money-orders habitually exceed the issues thereof, postmasters east of the Rocky Mountains are furnished with a letter of credit on the postmaster at New York City and blank drafts with which to draw against the same. Postmasters on the Pacific Slope are supplied with funds by the San Francisco, Cal., and Portland, Oreg., post-offices. The total amount of the drafts drawn against standing credits with the postmaster at New York during the last fiscal year was \$13,014,879.42, while to Western offices the postmaster at San Francisco remitted the sum of \$229,916, and the postmaster at Portland the sum of \$51,135.00.

REMITTANCES OF SURPLUS MONEY-ORDER FUNDS.

All surplus money-order funds, that is to say, funds which are not at once required at the receiving offices for the payment of money-orders, must be daily remitted to some other post-office designated as a depository for such funds, there to be used, if necessary, in the transaction of money-order business, and if not required, to be again transmitted to some other depository, until eventually the actual surplus reaches the postmaster at New York. The total amount of such remittances made during the fiscal year ended June 30, 1884, was \$110,284,059.40.

LOST REMITTANCES.

Table C, hereto annexed, is a detailed statement of the cases of alleged lost remittances of money-order funds which were reported to the Department and were under investigation during the year. The total number of such cases was 105, amounting to \$10,082.78. Of this number, 11 cases, aggregating \$1,030, occurred during the previous fiscal year, and of these latter, 6 cases, amounting to \$676, were incomplete at the end of that year, and the remaining 5 cases, of the value of \$354, were not brought to the notice of this office until after June 30, 1883.

The amount involved in 10 remittances, to wit, \$1,929.62, was recovered during the year, and 93 cases, amounting to \$8,149.16, were referred by this office to the Assistant Attorney-General for the Post-Office Department, the officer charged with the adjudication of certain claims of postmasters under the act of March 17, 1882, entitled "An act authorizing the Postmaster-General to adjust certain claims of postmasters for loss by burglary, fire, or other unavoidable casualty."

Two cases, amounting to \$4, had not yet been referred at the close of the year.

ERRONEOUS PAYMENTS OF MONEY-ORDERS.

During the year there were presented claims for reimbursement on account of the alleged improper payment of money-orders to the number of 52. The ratio of such payments to the total number of orders paid is as 1 to 149,648.

Altogether there were under investigation 110 cases, aggregating \$2,669.33, in which number are 23 cases, amounting to \$482.64, which were unsettled at the close of last year, and 35 others which occurred during that year, but were not brought to the attention of the Department until after the close of the fiscal year.

The amount of \$699.99, involved in 25 cases, was recovered by post-office inspectors and paid to the rightful payees of the orders; the

payees themselves were held responsible for erroneous payment in 2 cases, amounting to \$8; in 5 cases the money (\$44.50), was found to have been correctly paid; the paying postmasters were held at fault in 27 cases, of the value of \$561.02; the Post-Office Department assumed the loss of \$154 in 7 cases; and 44 cases, amounting together to \$1,201.82, remained unsettled on June 30, 1884. (See tabular statement D, hereunto annexed.)

REVENUES AND EXPENSES.

In the report of the Auditor for this Department the receipts and expenses of the domestic money-order system for the fiscal year ended June 30, 1884, are stated as follows:

RECEIPTS.

Amount received for fees on orders issued	\$950,065 79
Amount of gain	380 55
Amount of premiums, &c.	33 05
	950,479 39

EXPENDITURES.

Amount allowed postmasters for commissions	\$337,985 16
Amount allowed postmasters for clerk-hire	247,618 07
Incidental expenses	100,386 06
Lost remittances, burglaries, &c	11,037 68
Bad debts	5,576 83
	702,603 80

Excess of receipts over expenditures, being gross revenue	247,875 59
---	------------

It is proper to explain, with reference to the above items of "commissions" and "clerk-hire," that, under the act of March 3, 1883, the rates of compensation allowed by law for the transaction of the money-order business are uniform for all post-offices; but at offices of the first class this compensation is allowed in the form of money-order clerk-hire, while at all other offices it is allowed in the form of commissions.

The cost of books, blanks, printing, and stationery required by postmasters and the Department during the fiscal year in the transaction of domestic money-order business (included in the above item of "incidental expenses"), was \$64,778.61, of which sum a part, namely, \$20,396.04, was on account of work ordered during the previous fiscal year. The gross amount paid for books, blanks, &c., on both domestic and international account was \$71,744.24. Of this amount \$21,846.26 were paid for requisitions of the preceding year.

Herewith is submitted a table (A) exhibiting the operations of the domestic money-order system for each year since its establishment.

The following is the Auditor's report of the receipts and expenses of the postal-note business:

RECEIPTS.

Amount received for fees on notes issued	\$110,282 88
--	--------------

EXPENDITURES.

Amount allowed postmasters:	
For commissions	\$40,278 77
For clerk-hire	4,271 34
Incidental expenses	31,839 38
	76,389 49

Excess of receipts over expenditures, being gross revenue	33,893 39
---	-----------

EXTENSION OF THE INTERNATIONAL MONEY-ORDER BUSINESS.

Since the date of my last report international money-order communication has been opened with four additional countries, to wit: the

Hawaiian Kingdom (Sandwich Islands), Queensland, the Cape Colony (Cape of Good Hope), and the Windward Islands. Copies of the respective conventions with these countries are hereto annexed.

International money-order business is now transacted with the following eighteen foreign countries: Canada, Great Britain and Ireland, Germany, Switzerland, Italy, France, Jamaica, New Zealand, New South Wales, Victoria, Belgium, Portugal, Tasmania, British India, Hawaiian Kingdom, Queensland, Cape Colony, and Windward Islands. The exchange with the Hawaiian Kingdom commenced on January 1, 1884, with Queensland and the Cape Colony on July 1, 1884, and with the Windward Islands on October 1, 1884.

Negotiations are now pending with Japan, Sweden and Norway, and the Leeward Islands.

At the close of the fiscal year 1,516 money-order offices were authorized to issue and pay international money-orders, and 43 new international offices have since been established.

STATISTICS OF THE INTERNATIONAL MONEY-ORDER BUSINESS.

Complete data of the transactions with each foreign country during the year, with the gains and percentages of gains over the previous year, are given in the subjoined tabular statement:

	Number of orders issued	Amount of orders issued.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.
Canadian.....	49,077	\$961,600 27	\$6,142 49	76,758	\$1,181,402 53
British.....	216,304	3,024,700 41	8,449 02	35,512	579,730 66
German.....	160,569	2,492,307 62	13,346 02	45,403	1,351,652 79
Swiss.....	15,306	295,226 64	2,200 64	4,849	140,941 11
Italian.....	27,181	736,466 35	1,435 01	1,045	28,511 60
French.....	8,813	135,825 65	1,551 57	3,605	70,871 86
Jamaica.....	139	2,770 10	23 80	1,404	37,195 65
New Zealand.....	214	5,327 45	15	1,759	22,560 13
New South Wales.....	153	3,489 09	39 61	693	14,218 78
Victoria.....	208	4,999 89	131 18	607	13,301 47
Belgian.....	914	16,134 12	173 88	1,140	23,945 91
Portuguese.....	251	7,597 03	.....	49	1,105 90
Tasmania.....	8	116 78	.....	75	998 56
India.....	81	1,244 35	29 67	505	7,049 15
Hawaiian.....	51	970 78	1 00	2,046	64,053 23
Totals.....	479,269	7,688,776 53	33,524 04	175,450	3,537,539 33

	Amount of fees received.	Amount of gain in orders issued over 1882-'83.	Percent- age of gain in issues over 1882-'83.	Amount of gain in orders paid over 1882-'83.	Percent- age of gain in payments over 1882-'83.	Amount of gain in fees received over 1882-'83.	Percent- age of gain in fees over 1882-'83.
Canadian.....	\$16,737 20	*\$54,998 35	*5.41	\$166,514 74	16.41	*\$604 50	*3.49
British.....	87,743 70	*169,426 23	*5.30	96,587 72	19.99	*3,461 80	*3.79
German.....	45,525 45	41,338 19	1.69	109,173 95	8.79	1,276 35	2.88
Swiss.....	5,074 90	22,713 81	8.33	16,561 04	13.31	443 70	9.58
Italian.....	11,758 55	96,431 00	15.07	8,531 71	42.70	1,568 30	15.39
French.....	2,500 15	14,020 35	11.51	*424 23	*00.59	1,278 75	57.56
Jamaica.....	49 65	141 48	5.38	18,990 68	104.32	3 15	6.77
New Zealand.....	89 95	490 04	10.13	2,874 91	14.60	7 75	9.43
New South Wales.....	60 95	684 62	24.41	2,533 34	21.68	10 65	21.17
Victoria.....	85 80	2,324 54	86.89	2,717 34	25.67	38 70	82.17
Belgian.....	284 65	Exchange did not go into operation until January 1, 1883.					
Portuguese.....	121 05	Exchange did not go into operation until July 1, 1883.					
Tasmania.....	2 10	Exchange did not go into operation until January 1, 1883.					
India.....	50 85	361 52	40.95	2,835 28	67.28	15 30	43.04
Hawaiian.....	17 40	Exchange did not go into operation until January 1, 1884.					
Totals.....	170,102 35	.....	.....	.....	.....	.....	.....

*Decrease.

REVENUE FROM INTERNATIONAL MONEY-ORDER BUSINESS.

Below are given the revenues derived from the various international systems during the fiscal years ended June 30, 1883, and June 30, 1884, respectively, as reported by the Auditor for this Department:

	1882-'83.	1883-'84.
From the Canadian business	\$8,361 91	\$10,360 71
From the British business (including India)	59,717 69	42,195 75
From the German business	33,207 49	15,249 46
From the Swiss business	6,846 09	5,031 02
From the Italian business	18,164 76	20,949 61
From the French business	1,777 74	2,097 83
From the Jamaica business	91 21	194 08
From the New Zealand business	167 61	53 97
From the New South Wales business	112 75	61 42
From the Victoria business	94 66	70 61
From the Belgian business	123 73	263 52
From the Portuguese business		106 38
From the Tasmania business		4 02
From the Hawaiian business		262 20
	128,665 64	96,900 58
Loss on Tasmania business, 1882-'83	11 39	
	128,654 25	
Total for two years		225,554 83

GENERAL FINANCIAL RESULTS.

The total number of money-orders (domestic and international) issued during the fiscal year ended June 30 last was 8,314,963, amounting in the aggregate to \$129,810,038.51, and the total number paid was 7,957,166, amounting, with the repayments added, to \$125,542,146.17. The gross amount of fees received was \$1,120,168.14.

The sum of \$507,323.81, the same being the gross revenue, as reported by the Auditor, from domestic and international money-order business and from postal-note business, was, in accordance with the terms of section 4050 of the Revised Statutes, deposited in the Treasury to the credit of the Treasurer of the United States for the service of the Post-Office Department on the 29th day of November, 1884.

In order to make a fair showing of the net profit of the money-order business, it has been the practice of this office to deduct from the amount of gross revenue reported all such sums as were paid on account of money-order business from appropriations. Last year these items were as follows:

Salaries to 43 employés in the Superintendent's office	\$57,961 00
Salaries to 153 employés in the money-order division of the Auditor's office	151,560 00
Stationery furnished for use in the Superintendent's office	504 19
Books, blanks, printing, and stationery furnished for use in the money-order division of the Auditor's office	8,557 69
Salaries of employés in the money-order building under the supervision of the Superintendent of the Post-Office Department	9,160 00
Rent of the money-order building	8,000 00
Estimated cost of furniture for and miscellaneous expenses of same	5,000 00
Total	240,741 88

After subtracting this sum from the gross revenue there remains a net profit of \$232,688.54, in addition to the revenue of \$33,893.39 from postal notes.

RECOMMENDATIONS.

In my report of last year I recommended that all the earnings of the money-order system be deposited in the Treasury in the same manner as other postal proceeds, and that all its expenses be paid from appropriations to be combined with those for the General Post-Office Department. I respectfully urge the passage of legislation authorizing this change, which would obliterate the distinction now existing between money-order clerks and other clerks in post-offices, and would enable a postmaster to assign his clerks to any duty in his office at his judgment and discretion. This cannot now be done under construction given to existing law, because these two classes of employés are paid from entirely separate funds.

Postal notes payable to bearer are believed to be very acceptable to many patrons of the system, because the holders thereof do not require to be identified at the office of payment. It would appear to be desirable, however, that in cases where the purchaser specially requests it, postal notes be issued payable to a designated individual or his indorsee, like money-orders, and that in such cases a record of the name of the remitter and that of the payee be kept, which record would, in case of loss, serve to establish a claim to ownership of the original note, and enable the Post-Office Department to issue a duplicate thereof. It is suggested that at the request of the remitter an advice, containing the necessary information, be drawn upon a "penalty card," and sent to the paying postmaster in the open mail without envelope, like return registry receipts. In all other cases postal notes would be payable to bearer.

The table, E, appended to this report, contains the data taken from the special returns of ten of the larger money-order offices, five Northern and five Southern, during the week ended October 25, 1884. It shows that 359 out of every 1,000 money-orders paid by those offices during that week did not exceed \$5 in amount. If this ratio is maintained throughout the United States, and there is no reason to assume that it will vary to any considerable extent, a reduction of the fee for such order from 8 cents to 5 cents would be warranted by the revenue which accrued from the system. I have the honor to recommend that the reduction in question be made. Upon the basis of the ratio given above, the loss from such a reduction, if it had been in force last year, would have been \$84,390.42.

The building now occupied for the Money-Order Service in Washington is totally inadequate to the needs of the rapidly growing business. Its rooms are uncomfortably crowded with employés and the necessary furniture for their use, and files and records of great value cannot be properly stored. These disadvantages retard the work of the system. I urgently recommend that, at the coming session, Congress make appropriation for additional quarters for this office and for the money-order division of the Auditor's office.

I am, sir, very respectfully, your obedient servant,

C. F. MACDONALD,
Superintendent of Money-Order System.

Hon. FRANK HATTON,
Postmaster-General.

TABLES EXHIBITING THE OPERATIONS OF THE MONEY-ORDER SYSTEM.

A.—*Tabular statement showing operations of the domestic money-order system during each year since its establishment, November 1, 1864, up to June 30, 1884.*

Fiscal year ended—	Number of money-order offices in operation.	Amount of orders issued.	Amount of orders paid and repaid.	Amount of fees received.	Amount of expenses.	Amount of deficit.	Amount of surplus.
June 30, 1865	419	\$1,360,122 52	\$1,313,577 08	\$11,536 40	\$18,584 37	\$7,047 97	.....
June 30, 1866	766	3,977,259 28	3,903,890 22	35,803 06	28,664 27	.....	\$7,138 79
June 30, 1867	1,224	9,229,327 72	9,071,240 73	70,889 57	44,628 96	.....	26,260 61
June 30, 1868	1,468	16,197,858 47	16,118,537 03	124,503 19	70,345 04	.....	54,158 15
June 30, 1869	1,685	24,848,058 93	24,654,123 46	176,247 87	110,694 00	.....	65,553 87
June 30, 1870	2,076	34,054,184 71	33,927,924 79	235,557 05	145,382 42	.....	90,174 63
June 30, 1871	2,452	42,164,118 03	42,027,336 31	295,563 38	194,381 60	.....	101,181 78
June 30, 1872	2,775	48,515,532 72	48,419,644 97	350,499 40	244,521 63	.....	105,977 77
June 30, 1873	3,069	57,516,216 69	57,295,012 27	354,816 66	286,232 66	.....	68,584 00
June 30, 1874	3,404	74,424,854 71	74,210,156 25	462,238 54	357,040 42	.....	105,198 12
June 30, 1875	3,401	77,431,251 58	77,361,690 75	494,717 27	374,575 18	.....	120,142 09
June 30, 1876	3,697	77,035,972 78	77,106,338 85	647,021 52	456,250 68	.....	190,770 84
June 30, 1877	3,686	72,820,509 70	72,908,475 25	624,409 66	524,478 47	.....	99,931 19
June 30, 1878	4,143	81,442,364 87	81,279,910 80	716,638 98	513,686 61	.....	202,952 37
June 30, 1879	4,512	88,254,641 02	88,006,200 20	799,347 09	575,386 32	.....	223,960 77
June 30, 1880	4,829	100,352,818 83	100,165,982 78	917,091 58	659,516 50	.....	257,575 08
June 30, 1881	5,163	105,075,769 35	104,924,853 61	967,772 93	715,458 29	.....	252,314 64
June 30, 1882	5,491	113,400,118 21	113,388,301 90	1,054,538 62	774,197 45	.....	280,341 17
June 30, 1883	5,927	117,329,406 31	117,344,281 78	1,102,838 42	791,133 75	.....	311,704 67
June 30, 1884	6,310	122,121,261 98	121,971,083 80	950,479 39	702,603 80	.....	247,875 59
Total....	.....	1,267,551,648 41	1,265,398,562 83	.....	.....	.....	.....

B.—*Statement of duplicate money-orders issued by the Department during the fiscal year ended June 30, 1884.*

		Remarks.
I.—In lieu of money-orders lost in transit	17,196	Being 4,217 less than during the preceding year.
II.—In lieu of money-orders payment of which had been prohibited in pursuance of section 4041 of the Revised Statutes of the United States.	1,122	Being 260 more than during the preceding year.
III.—In lieu of money-orders lost by the payees, remitters, or indorsees.	645	Being 131 less than during the preceding year.
IV.—In lieu of money-orders mutilated or destroyed while in the hands of the payees, remitters, or indorsees.	505	Being 71 more than during the preceding year.
V.—In lieu of money-orders invalidated by reason of having received more than one indorsement, in violation of section 4037 of the Revised Statutes of the United States.	67	Being 14 more than during the preceding year.
VI.—In lieu of money-orders invalidated by reason of not being presented for payment within one year after the date of their issue.	582	Being 88 less than during the preceding year.
Total	20,117	

C.—Statement of money-order funds lost in transmission through the mails or otherwise during the fiscal year ended June 30, 1884.

Summary.	Number of cases.		Amount.	Total amount.
Whole number of cases of lost remittances reported		105		\$10,082 78
a) Cases which occurred prior to June 30, 1883	11		\$1,030 00	
b) Cases which occurred after June 30, 1883	94		9,052 78	
I. Recovered during the year		10		1,929 62
a) Cases which occurred prior to June 30, 1883	4		613 00	
b) Cases which occurred after June 30, 1883	6		1,316 62	
II. Referred to Assistant Attorney-General, Post-Office Department.		93		8,149 16
a) Cases which occurred prior to June 30, 1883	7		417 00	
b) Cases which occurred after June 30, 1883	86		7,732 16	
III. Incomplete, and not referred to Assistant Attorney-General.		2		4 00
b) Cases which occurred after June 30, 1883	2		4 00	
Total		105		10,082 78

I.—RECOVERED DURING THE YEAR.

a) Cases which occurred prior to June 30, 1883.

Office of mailing.	State.	Date of mailing.	Collected from—	Amount.	Total amount.
Quasqueton	Iowa	Feb. 7, 1883	Thief	\$3 00	
Tazewell	Tennessee	May 5, 1883	do	29 00	
Do	do	May 8, 1883	do	241 00	
Bayou Sara	Louisiana	May 14, 1883	Postmaster, New Orleans, La.	340 00	
4 cases					\$613 00

b) Cases which occurred after June 30, 1883.

Dallas	Arkansas	July 10, 1883	Postmaster, Waldron, Ark.	\$138 00	
Big Springs	Texas	Oct. 16, 1883	Late postmaster	554 62	
Mounds	Georgia	Nov. 15, 1883	Postmaster, Sedalia, Mo.	44 00	
Bishop Creek	California	Jan. —, 1884	Father of thief	60 00	
Do	do	Dec. 7, 1883	do	420 00	
South Natick	Massachusetts	June 10, 1884	Friends of thief	100 00	
6 cases					\$1,316 62
Total, 10 cases					1,929 62

II.—REFERRED TO ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE DEPARTMENT FOR HIS CONSIDERATION UNDER THE PROVISIONS OF THE ACT OF MARCH 17, 1882.

a) Cases which occurred prior to June 30, 1883.

Office of mailing.	State.	Date of mailing.	Amount.
Floresville	Tex	Sept. 23, 1882	\$13 00
Cambridge	Vt	June 2, 1882	150 00
Sutter Creek†	Cal	June 21, 1883	87 00
Mokelumne Hill†	Cal	June 23, 1883	60 00
Rio Grande City†	Tex	June 19, 1883	200 00
Maynard†	Iowa	Apr. 18, 1883	2 00
Kahoka†	Mo	June 10, 1883	5 00
7 cases			417 00

† NOTE.—These five cases, involving an amount of \$354, and which occurred prior to June 30, 1883, were not brought to the attention of the Department until after the close of the fiscal year ended that day.

† Part of remittance of \$380.

C.—Statement of money-order funds lost in transmission, &c.—Continued.

II.—REFERRED TO ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE DEPARTMENT FOR HIS CONSIDERATION UNDER THE PROVISIONS OF THE ACT OF MARCH 17, 1882—Continued.

b) Cases which occurred after June 30, 1883.

Office of mailing.	State.	Date of mailing.	Amount.
Morton.....	Ill.....	July 6, 1883	\$90 00
Opelousas.....	La.....	.....	² 21 00
Clinton.....	N. C.....	July 17, 1883	³ 20 00
Windsor.....	N. C.....	Aug. 7, 1883	196 00
Winton.....	N. C.....	July 23, 1883	59 00
Kokomo.....	Colo.....	Aug. 10, 1883	46 00
Red Cliff.....	Colo.....	Aug. 10, 1883	240 00
Do.....	Colo.....	Aug. 10, 1883	329 00
Coushatta.....	La.....	Aug. 3, 1883	226 00
Waynesville.....	Ga.....	Aug. 28, 1883	149 00
Robinson.....	Colo.....	Aug. 10, 1883	172 00
Jacksborough.....	Tex.....	Sept. 6, 1883	350 00
Floresville.....	Tex.....	.....	15 00
Jacksborough.....	Tex.....	Sept. 22, 1883	120 00
Franklin.....	La.....	July 4, 1883	40 00
Cheney.....	Kans.....	Sept. 18, 1883	46 00
Coushatta.....	La.....	Sept. 28, 1883	77 00
Magnolia.....	Iowa.....	July 26, 1883	⁴ 27 00
Franklin.....	La.....	Oct. 23, 1883	⁵ 27 00
Natchitoches.....	La.....	Oct. 21, 1883	120 00
Do.....	La.....	Oct. 29, 1883	152 00
Indianola.....	Tex.....	Oct. 16, 1883	⁶ 10 00
Dresden.....	Tenn.....	Nov. 5, 1883	10 00
Melbourne.....	Ark.....	Oct. 23, 1883	207 00
Dublin.....	Ga.....	Nov. 15, 1883	⁷ 5 00
Rayville.....	La.....	Dec. 1, 1883	⁸ 10 00
Oxford.....	Miss.....	Nov. 15, 1883	130 00
Clayton.....	Ala.....	Nov. 6, 1883	10 00
Aberdeen.....	Miss.....	Nov. 15, 1883	100 00
Kenton.....	Tenn.....	Nov. 16, 1883	183 00
Natchitoches.....	La.....	Dec. 14, 1883	4 00
Savannah.....	Tenn.....	Nov. —, 1883	617 00
Tupelo.....	Miss.....	Nov. 16, 1883	60 00
Cassville.....	Mo.....	Dec. 10, 1883	72 00
Chicago.....	Ohio.....	Dec. 18, 1883	10 00
Beaver.....	Utah.....	Nov. 21, 1883	579 00
Saint Martinsville.....	La.....	Jan. 8, 1884	20 00
Macedonia.....	Iowa.....	Jan. 9, 1884	150 56
Saint Charles.....	Mich.....	Dec. 29, 1883	5 00
Cambria.....	Cal.....	Jan. 4, 1884	70 00
Cadiz.....	Ky.....	Dec. 13, 1883	44 80
Clinton.....	La.....	Jan. 12, 1884	⁹ 100 00
Osceola.....	Ark.....	Jan. 22, 1884	¹⁰ 145 00
Waterproof.....	La.....	Jan. 23, 1884	10 00
Boonville.....	Mo.....	Nov. 16, 1883	88 00
Rienzi.....	Miss.....	Nov. 16, 1883	187 00
Humboldt.....	Tenn.....	Nov. 16, 1883	100 00
Montague.....	Tex.....	Oct. 26, 1883	25 00
West Las Vegas.....	Colo.....	Jan. 17, 1884	170 00
Opolis.....	Kans.....	Dec. 10, 1883	48 00
Lake Providence.....	La.....	Feb. 1, 1884	5 00
Burlingame.....	Kans.....	Feb. 5, 1884	40 00
Lompoc.....	Cal.....	Dec. 7, 1883	200 00
Guntown.....	Miss.....	Nov. 16, 1883	15 00
Woodville.....	Miss.....	Feb. 14, 1884	10 00
Bavaria.....	Kans.....	.....	10 00
Mount Victory.....	Ohio.....	Feb. 25, 1884	3 00
Manchester.....	Md.....	Feb. 22, 1884	15 00
Baldwyn.....	Miss.....	Feb. 1, 1884	150 00
Farmington.....	Wash.....	Jan. 11, 1884	145 00
Cedarville.....	Ohio.....	Mar. 14, 1884	1 00
Oak Ridge.....	La.....	Mar. 15, 1884	2 00
Saint Jo.....	Tex.....	Oct. 16, 1883	482 00
Terrebonne.....	La.....	Apr. 4, 1884	1 00
Port Gibson.....	Miss.....	Apr. 7, 1884	5 00
Laurel.....	Ind.....	Mar. 18, 1884	60 00
Waynesville.....	Ga.....	Apr. 18, 1884	91 00
Seneca.....	Mo.....	Apr. 21, 1884	10 00
Crystal Springs.....	Miss.....	Apr. 28, 1884	10 00

² Part of remittance of \$925.³ Part of remittance of \$205.⁴ Part of remittance of \$57.⁵ Part of remittance of \$551.⁶ Part of remittance of \$102.⁷ Part of remittance of \$55.⁸ Part of remittance of \$124.⁹ Part of remittance of \$1,068.¹⁰ Part of remittance of \$486.

C.—Statement of money-order funds lost in transmission, &c.—Continued.

II.—REFERRED TO ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE DEPARTMENT FOR HIS CONSIDERATION UNDER THE PROVISIONS OF THE ACT OF MARCH 17, 1882—Continued.

b) Cases which occurred prior to June 30, 1883.

Office of mailing.	State.	Date of mailing.	Amount.
Saint Joseph.....	Ill.....	Apr. 15, 1884	\$17 00
New Bremen.....	Ohio.....	Apr. 23, 1884	38 00
Maiden Rock.....	Wis.....	May 7, 1884	40 00
Donaldsonville.....	La.....	May 17, 1884	5 00
Houma.....	La.....	May 19, 1884	1 00
Kosciusko.....	Miss.....	May 22, 1884	1 00
Cleburne.....	Tex.....	May 17, 1884	321 00
Reed's Landing.....	Miss.....	May 21, 1884	10 00
Gifford.....	Ill.....	May 29, 1884	30 00
Pickens Station.....	Miss.....	June 9, 1884	2 00
Hard Times Landing.....	La.....	June 8, 1884	10 00
Farmington.....	N. H.....	June 5, 1884	18 00
Pittsborough.....	N. C.....	June 12, 1884	20 00
Buckingham Court-House.....	Va.....	June 20, 1884	135 00
Charleston.....	Miss.....	Apr. 3, 1884	128 00
Boswell.....	Ind.....	June 17, 1884	5 90
Franklin.....	La.....	Feb. 12, 1884	3 00
86 cases.....			7,732 16
Total 93 cases.....			8,149 16

III.—INCOMPLETE AND NOT REFERRED TO ASSISTANT ATTORNEY-GENERAL.

b) Cases which occurred after June 30, 1883.

McComb.....	Miss.....	June 24, 1884	\$3 00
Bonnet Carre.....	La.....	June 7, 1884	1 00
Total 2 cases.....			4 00

D.—Statement of money-orders improperly paid, on a forged signature or otherwise, during the fiscal year ended June 30, 1884.

Summary.	Number of cases.		Amount.	Total amount.
Whole number of orders improperly paid.....		110		\$2,669 33
a) Orders issued prior to June 30, 1883.....	58		\$1,325 33	
b) Orders issued after June 30, 1883, and prior to July 1, 1884.....	52		1,344 00	
I. Recovered.....		25		699 99
a) Orders issued prior to June 30, 1883.....	15		328 67	
b) Orders issued after June 30, 1883, and prior to July 1, 1884.....	10		371 32	
II. Charged to the payee.....		2		8 00
a) Orders issued prior to June 30, 1883.....	1		3 00	
b) Orders issued after June 30, 1883, and prior to July 1, 1884.....	1		5 00	
III. Paid to the proper payee.....		5		44 50
a) Orders issued prior to June 30, 1883.....	4		37 50	
b) Orders issued after June 30, 1883, and prior to July 1, 1884.....	1		7 00	
IV. Charged to paying postmaster.....		27		561 02
a) Orders issued prior to June 30, 1883.....	16		307 52	
b) Orders issued after June 30, 1883, and prior to July 1, 1884.....	11		253 50	
V. Charged to Department.....		7		154 00
a) Orders issued prior to June 30, 1883.....	6		147 00	
b) Orders issued after June 30, 1883, and prior to July 1, 1884.....	1		7 00	
VI. Unsettled.....		44		1,201 82
a) Orders issued prior to June 30, 1883.....	16		501 64	
b) Orders issued after June 30, 1883, and prior to July 1, 1884.....	28		700 18	
Total.....		110		2,669 33

D.—Statement of money-orders improperly paid, &c.—Continued.

I.—RECOVERED.

a) Orders issued prior to June 30, 1883.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of pay-ment.	Amount of order.
32415	Tuscaloosa	Ala. .	Mar. 26, 1883	Delta	La.	Mar. 28, 1883	\$10 00
2392	Avilla	Mo ...	Apr. 17, 1883	Saint Louis	Mo ...	Apr. 24, 1883	30 00
37152	Lincoln	Ill ...	Mar. 27, 1883	Saint Joseph	Mo ...	Mar. 30, 1883	10 00
†29920	Bowling Green	Ky ...	Nov. 2, 1882	Louisville	Ky ...	Nov. 4, 1882	3 40
†20555	Brainerd	Minn .	May 1, 1883	New York	N. Y..	May 7, 1883	3 50
†12435	Philadelphia.....	Pa ...	Dec. 11, 1882	do	N. Y..	Dec. 12, 1882	2 50
†85614	New York.....	N. Y..	Dec. 12, 1882	Boston	Mass		50 00
†85615	do	N. Y..	Dec. 12, 1882	do	Mass		19 82
†30641	Macon City.....	Mo ...	May 21, 1883	Slater, Ill.; paid at Jamestown, Mo.		May 22, 1883	20 00
†G. { 21 } 1723	New York.....	N. Y..	Jan. 11, 1883	{ Station L, New York }	N. Y..	Feb. 13, 1883	35 29
†G. { 61 } 87829	do	N. Y..	Dec. 9, 1882	{ Station C, New York }	N. Y..	Dec. 26, 1882	11 76
†I. 772	do	N. Y..	Jan. 27, 1882	New York	N. Y..	Jan. 30, 1882	47 70
†I. 773	do	N. Y..	Jan. 27, 1882	do	N. Y..	Jan. 30, 1882	45 48
†B. { 13247 } 6980	do	N. Y..	Dec. 14, 1882	do	N. Y..	May 2, 1883	19 54
†G. { 1 } 819	do	N. Y..	Mar. 17, 1882	Saint Cloud	Minn .	Oct. 14, 1882	19 68
	15 cases.....						328 67

b) Orders issued after June 30, 1883.

40011	New Castle	Pa ...	Aug. 23, 1883	Steubenville.....	Ohio ..	Aug. 21, 1883	\$2 50
86964	Springfield	Mass..	Oct. 15, 1883	Providence.....	R. I. ...	Oct. 17, 1883	10 00
42295	Cumberland	Md ...	Dec. 17, 1883	New York	N. Y..	Dec. 24, 1883	21 60
1636	Patoka	Ill ...	Jan. 17, 1884	Bloomington	Ill ...	Jan. 25, 1884	16 00
11744	Albuquerque ...	N. Mex	Dec. 17, 1883	Denver	Colo ..	Jan. 16, 1884	100 00
11763	Stroudsburgh... Pa ...		Sept. 11, 1883	New York	N. Y..	Sept. 27, 1883	60 00
49589	Chicago	Ill ...	Nov. 20, 1883	do	N. Y..	Nov. 30, 1883	82 60
1706	Patoka	Ill ...	May 6, 1884	Washington.....	Kans ...	Mar. 22, 1884	25 00
B. { 13059 } 5425	Neath	Eng ...	Feb. 20, 1884	Uniontown.....	Pa	Mar. 11, 1884	34 82
36814	Northampton... Mass .		June 2, 1884	Jersey City.....	N. J ..	June 4, 1884	24 80
	10 cases.....						371 32
	Total, 25 cases .						699 99

II.—CHARGED TO THE PAYEE OF ORDER.

a) Orders issued prior to June 30, 1883.

75131	Baltimore.....	Md ...	July 1, 1882	Brooklyn.....	N. Y..	July 3, 1882	\$3 00
	1 case						3 00

b) Orders issued after June 30, 1883.

46945	Concord	N. H..	Dec. 17, 1883	Jersey City	N. J ..	Dec. 19, 1883	\$5 00
	1 case.....						5 00
	Total, 2 cases ..						8 00

III.—PAID TO THE PROPER PAYEE.

a) Orders issued prior to June 30, 1883.

86082	†Newark	N. J ..	Apr. 12, 1883	Baraboo	Wis ...	Apr. 19, 1883	\$20 00
93166	†Dallas	Tex ...	June 27, 1883	Kenosha	Wis ...	July 2, 1883	6 00
70938	†Springfield	Ohio ..	Oct. 3, 1881	Urbana	Ohio ..	Oct. 13, 1881	10 00
23246	†Neillsville	Wis ...	Apr. 4, 1883	Talladega	Ala ...	Apr. 14, 1883	1 50
	4 cases.....						37 50

D.—Statement of money-orders improperly paid, &c.—Continued.

III.—PAID TO THE PROPER PAYEE—Continued.

b) Orders issued after June 30, 1883.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
28726	Station G, New York.	N. Y..	Dec. 19, 1883	Olean	N. Y..	Dec. 20, 1883	\$7 00
	1 case						7 00
	Total, 5 cases ..						44 50

IV.—CHARGED TO PAYING POSTMASTER.

a) Orders issued prior to June 30, 1883.

10898	Auburn	Ala...	July 24, 1879	Atlanta	Ga....		\$11 00
G. 11305	New York	N. Y..	Oct. 11, 1880	Newark	N. J..	Oct. 13, 1880	35 29
69195	Buffalo	N. Y..	Aug. 29, 1881	Ogdensburg ..	N. Y..	— —, 1881	15 00
22602	Tarborough	N. C..	Jan. 4, 1880	New Berne	N. C..	Jan. 10, 1880	5 00
2428	Two Rivers	Wis..	Mar. 24, 1883	New Orleans ..	La....	Mar. 29, 1883	25 00
1005	Rich Hill	Mo...	Feb. 4, 1883	Fort Scott	Kans.	Feb. 6, 1883	5 00
66659	† Macon	Ga....	June 21, 1880	Station E, New York.	N. Y..	— —, 1883	24 00
7219	† Chicago	Ill...	Apr. 24, 1883	Cincinnati	Ohio..	Apr. 27, 1883	25 00
29022	† Tomah	Wis..	May 9, 1883	La Crosse	Wis..	May 12, 1883	4 00
40028	† Philadelphia ..	Pa....	June 28, 1883	Lock Haven	Pa....	July 16, 1883	14 00
86207	† Saint Louis ..	Mo...	Feb. 12, 1883	Nashville	Tenn..		41 23
87830	† Portland	Ohio..	Dec. 15, 1882	New York	N. Y..	Jan. 3, 1883	20 00
12062	† Mason City	Ill...	Nov. 18, 1881	Springfield	Ill....	Nov. 18, 1881	10 00
76214	† New York	N. Y..	Sept. 11, 1882	Station D, New York.	N. Y..	Sept. 11, 1882	28 00
31052	† Bowling Green.	Ky....	Apr. 11, 1883	Sullivan	Ill....	Apr. 21, 1883	20 00
6259	Louisville	Ky....	Dec. 18, 1882	New York	N. Y..		25 00
	16 cases						307 52

b) Orders issued after June 30, 1883.

6736	Salamanca	N. Y..	July 6, 1883	Brooklyn	N. Y..	July 10, 1883	\$10 00
28862	Chicago	Ill....	July 30, 1883	Cincinnati	Ohio..	Aug. 3, 1883	45 00
4655	Portland	Me....	Oct. 10, 1883	New York	N. Y..	Oct. 12, 1883	12 50
3586	Terre Haute	Ind...	Oct. 1, 1883	Park City	Utah..	Oct. 13, 1883	10 00
24976	Canton	Mo...	Sept. 18, 1883	Burlington	Iowa..	Sept. 21, 1883	7 00
14359	Morristown	N. J..	Nov. 2, 1883	Livingston	Mont..	Nov. 8, 1883	25 00
39056	Traverse City ..	Mich..	Nov. 9, 1883	New York	N. Y..	Nov. 18, 1883	25 50
18360	Plaquemine	La....	Dec. 5, 1883	Memphis	Tenn..	Dec. 28, 1883	25 00
3967	Boswell	Ind...	Jan. 10, 1884	Muskegon	Mich..	Jan. 15, 1884	50 00
50694	Wilkes Barre ..	Pa....	Mar. 14, 1884	Philadelphia ..	Pa....	Mar. 20, 1884	23 50
46354	Appleton	Wis..	Jan. 21, 1884	Saint Paul	Minn..	Jan. 24, 1884	20 00
	11 cases						253 50
	Total, 27 cases ..						561 02

V.—CHARGED TO DEPARTMENT.

a) Orders issued prior to June 30, 1883.

52350	Ann Arbor	Mich..	June 17, 1882	New York	N. Y..	June 19, 1882	\$12 00
14570	Seneca	Kans..	Feb. 24, 1882	Butte City	Mont..	May 17, 1882	40 00
15682	† Highland	Ill....	June 18, 1883	Mahanoy City ..	Pa....	June 27, 1883	20 00
6667	† Clark's	Nebr..	June 7, 1883	Denver	Colo..	June 9, 1883	50 00
6668	† do	Nebr..	June 7, 1883	do	Colo..	June 9, 1883	10 00
Dup. 38928 of 40618	} † Beaver Dam ..	Wis...	Nov. 14, 1882	New York	N. Y..	Jan. 11, 1883	15 00
	6 cases						147 00

D.—Statement of money-orders improperly paid, &c.—Continued.

V.—CHARGED TO DEPARTMENT—Continued.

b) Orders issued after June 30, 1883.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
28727	Station G, New York.	N. Y.	Dec. 19, 1883	Olean.....	N. Y.	Dec. 20, 1883	\$7 00
	1 case.....						7 00
	Total, 7 cases...						154 00

VI.—UNSETTLED.

a) Orders issued prior to June 30, 1883.

Dup. 19803	} Fremont.....	Nebr.	Oct. 21, 1876	Ashland.....	Nebr.	Sept. —, —	23 00
10628							
73172	Dallas.....	Tex.	Jan. 16, 1882	Salisbury.....	N. C.	Jan. 21, 1882	10 00
528	Rose Creek.....	Minn	Aug. 27, 1881	Ashland.....	Nebr.	Nov. 5, 1881	50 00
529	do.....	Minn	Aug. 27, 1881	do.....	Nebr.	Nov. 5, 1881	8 35
4450	Dundalk.....	Ont.	Apr. 11, 1877	Louisville.....	Ky.	Apr. 18, 1877	42 35
4451	do.....	Ont.	Apr. 11, 1877	do.....	Ky.	Apr. 18, 1877	42 35
4452	do.....	Ont.	Apr. 11, 1877	do.....	Ky.	Apr. 18, 1877	30 50
15185	Sing Sing.....	N. Y.	May 25, 1882	Richmond.....	Va.	May 30, 1882	5 00
61489	Cleveland.....	Ohio.	Nov. 3, 1882	Atlanta.....	Ga.	Nov. 17, 1882	19 80
10093	Philadelphia.....	Pa.	Jan. 3, 1883	Richmond.....	Va.	Jan. 5, 1883	25 00
30587	† Emporia.....	Kans.	Sept. 12, 1881	Fort Wingate...	N. Mex	Sept. 24, 1881	50 00
30854	† Seattle.....	Wash.	Apr. 25, 1883	Denison City....	Tex.	May 5, 1883	50 00
10187	† New York.....	N. Y.	Mar. 22, 1883	Savannah.....	Ga.	Apr. 3, 1883	10 00
4207	† Stroblem.....	Ger.	June 14, 1880	Milwaukee.....	Wis.	Dec. 15, 1880	35 29
G. 90561	† Lainbach.....	Ger.	Jan. 15, 1883	Louisville.....	Ky.	Jan. 18, 1883	50 00
G. 90562	do.....	Ger.	Jan. 15, 1883	do.....	Ky.	Jan. 18, 1883	50 00
	16 cases.....						501 64

VI.—UNSETTLED.

b) Orders issued after June 30, 1883.

24247	Lexington.....	Va.	Aug. 8, 1883	Omaha.....	Nebr.	Aug. 31, 1883	\$5 00
14465	Bellows Falls...	Vt.	Dec. 20, 1883	New York.....	N. Y.		11 08
16092	Bodie.....	Cal.	Dec. 21, 1883	Virginia City...	Nev.	Dec. 22, 1883	11 00
86971	Station A, New York.	N. Y.	Apr. 4, 1884	Danbury.....	Conn.	Apr. 18, 1883	100 00
86972	do.....	N. Y.	Apr. 4, 1884	do.....	Conn.	Apr. 18, 1883	100 00
86973	do.....	N. Y.	Apr. 4, 1884	do.....	Conn.	Apr. 18, 1883	50 00
17899	National Military Home	Ohio.	Apr. 15, 1884	New York.....	N. Y.	Jan. —, —	10 00
35559	Station H, New York.	N. Y.	Jan. 31, 1884	do.....	N. Y.	Feb. 4, 1884	35 00
19299	Chattfield.....	Minn.	Sept. 15, 1883	Bay City.....	Mich.	Sept. 18, 1883	40 00
40894	N. D. Station, Chicago.	Ill.	Apr. 15, 1884	Newport.....	Ark.	May 7, 1884	12 00
5850	Newbern.....	Tenn.	Jan. 26, 1884	Pine Bluff.....	Ark.	Jan. 31, 1884	10 00
14481	Boston.....	Mass.	May 5, 1884	New York.....	N. Y.	May 7, 1884	10 00
5017	New York.....	N. Y.	Jan. 21, 1884	Chicago.....	Ill.	Feb. 13, 1884	48 70
959	Lovelady.....	Tex.	Feb. 28, 1884	Waco.....	Tex.	—, —, 1884	9 55
1002	Baltimore.....	Ohio.	Nov. 17, 1883	Newark.....	Ohio.	Dec. 10, 1883	5 50
22693	Iowa Falls.....	Iowa.	Mar. 28, 1884	Lexington.....	Mich.	Apr. 8, 1884	10 00
32814	Troy.....	Ohio.	Mar. 28, 1884	Greenville.....	Ohio.	Mar. 29, 1884	50 00
65560	Scranton.....	Pa.	Nov. 28, 1883	Livingston.....	Mont.	Dec. 4, 1883	25 00
69472	Lexington.....	Ky.	Feb. 25, 1884	Frankfort.....	Ky.	Mar. 13, 1884	10 00
18421	Joplin.....	Mo.	July 13, 1883	Springfield.....	Mo.	July 14, 1883	5 00
19777	Lebanon.....	Ohio.	June 23, 1884	Xenia.....	Ohio.	June 25, 1884	5 00
6334	Reynoldsville...	Pa.	June 4, 1884	Rochester.....	N. Y.	June 7, 1884	10 00
14867	Austin.....	Tex.	May 26, 1884	Galveston.....	Tex.	May 29, 1884	5 00
48913	San Francisco...	Cal.	May 16, 1884	Lowell.....	Mass.	June 13, 1884	35 00
24428	do.....	Cal.	Oct. 26, 1883	Sacramento.....	Cal.	Oct. 29, 1883	2 50
97702	Station D, New York.	N. Y.	June 25, 1884	Cincinnati.....	Ohio.	June 28, 1884	29 85
7640	Perry.....	Ga.	Oct. 6, 1883	Columbia.....	S. C.	Jan. 19, 1884	5 00
14044	Fort Collins....	Colo.	Mar. 1, 1884	Shenandoah.....	Pa.	Mar. 6, 1884	50 00
	28 cases.....						700 18
	Total, 44 cases...						1,201 82

† These 35 cases, amounting to \$842.69, alleged to have occurred prior to June 30, 1883, were brought to the attention of the Department after that date.

TABLE E.—Exhibiting the number and ratio per thousand of each of ten different grades of money-orders paid during the week ended October 25, 1884, at each of the money-order post-offices named below.

NUMBER OF ORDERS PAID.

Post-office.	Not over \$5.	Over \$5 and not over \$10.	Over \$10 and not over \$15.	Over \$15 and not over \$30.	Over \$30 and not over \$40.	Over \$40 and not over \$50.	Over \$50 and not over \$60.	Over \$60 and not over \$70.	Over \$70 and not over \$80.	Over \$80 and not over \$100.	Total.
NORTHERN.											
1. New York.....	5,659	3,270	1,582	1,834	448	317	133	63	52	216	13,574
2. Chicago.....	3,374	2,467	1,293	1,472	346	224	90	40	23	138	9,467
3. Boston.....	1,819	927	429	522	89	60	31	12	16	43	3,948
4. Philadelphia.....	1,239	985	479	576	132	97	18	21	16	49	3,612
5. Cincinnati.....	1,061	695	392	501	101	92	38	18	35	25	2,958
Total.....	13,152	8,344	4,175	4,905	1,116	790	310	154	142	471	33,559
SOUTHERN.											
1. Saint Louis.....	938	879	460	725	747	414	67	47	37	162	4,476
2. New Orleans.....	463	343	196	323	95	99	37	18	21	94	1,689
3. Baltimore.....	335	405	222	328	74	84	28	24	19	55	1,574
4. Louisville.....	376	307	143	231	63	47	19	11	17	44	1,258
5. Washington.....	386	227	146	203	47	46	7	5	5	15	1,087
Total.....	2,498	2,161	1,167	1,810	1,026	690	158	105	99	370	10,084
Grand total.....	15,650	10,505	5,342	6,715	2,142	1,480	468	259	241	841	43,643

RATIO PER 1,000 ORDERS PAID.

NORTHERN.											
1. New York.....	417	241	116	135	33	23	10	5	4	16	1,000
2. Chicago.....	356	261	137	155	37	24	9	4	2	15	1,000
3. Boston.....	461	235	109	132	22	15	8	3	4	11	1,000
4. Philadelphia.....	343	273	133	159	36	27	5	6	4	14	1,000
5. Cincinnati.....	359	235	133	169	34	31	13	6	12	8	1,000
Aggregate ratio.....	392	249	124	146	33	24	9	5	4	14	1,000
SOUTHERN.											
1. Saint Louis.....	210	196	103	162	167	93	15	10	8	36	1,000
2. New Orleans.....	274	203	116	191	56	59	22	11	12	56	1,000
3. Baltimore.....	213	257	141	209	47	53	18	15	12	35	1,000
4. Louisville.....	299	244	114	184	50	37	15	9	13	35	1,000
5. Washington.....	355	209	134	187	43	42	6	5	5	14	1,000
Aggregate ratio.....	248	214	116	179	102	68	16	10	10	37	1,000
Grand aggregate ratio.....	359	241	122	154	49	34	11	6	5	19	1,000

Convention between the Post-Office Department of the Kingdom of Hawaii and the Post-Office Department of the United States of America, concerning the exchange of money-orders.

The Government of his Majesty the King of Hawaii and the Government of the Republic of the United States of America, being desirous of facilitating the exchange of sums of money between the two countries by making use of postal money-orders, the undersigned, H. A. P. Carter, Envoy Extraordinary and Minister Plenipotentiary of his Majesty the King of Hawaii, in the name of his Government, and by virtue of the powers which he has formally presented to this effect, and W. Q. Gresham, Postmaster General of the United States of America, in virtue of the powers vested in him by law, have agreed upon the following convention.

ARTICLE 1.

There shall be a regular exchange of money-orders between the two countries.

The maximum of each order is fixed at fifty dollars.

No money-order shall include a fractional part of a cent.

The amount of each order, whether issued in the United States or in the Kingdom of Hawaii, must be expressed in letters as well as in figures.

ARTICLE 2.

The Hawaiian Post-Office Department shall have power to fix the value of commission on all money-orders issued in the Kingdom of Hawaii, and the Post-Office Department of the United States shall have the same power in regard to all money-orders issued in the United States.

Each Department shall communicate to the other its tariff of charges, or rates of commission, which shall be established under this convention, and these rates shall, in all cases, be payable in advance by the remitters, and shall not be repayable.

It is understood, moreover, that each Department is authorized to suspend, temporarily, the exchange of money-orders in case the course of exchange, or any other circumstance should give rise to abuses, or, cause detriment to the postal revenue.

ARTICLE 3.

Each country shall keep the commission charged on all money-orders within its jurisdiction, but shall pay to the other country three-fourths of one per cent. on the amount of such orders.

ARTICLE 4.

The service of the postal money-order system between the two countries shall be performed exclusively by the agency of offices of exchange. On the part of the United States the office of exchange shall be San Francisco, California, and on the part of the Hawaiian Kingdom, Honolulu.

Orders shall be drawn only on the authorized money-order offices of the respective countries; and each Postal Administration shall furnish to the other a list of such offices, and shall, from time to time, notify any addition to or change in such list. Every order and advice must contain the name of the office and of the country of destination, and if

relating to an order payable in the United States, the name of the State in which such office is situated ; if relating to an order payable in the Hawaiian Kingdom, the name of the island.

ARTICLE 5.

No money-order shall be issued unless the applicant furnish the name and address of the person to whom the amount is to be paid, and his own name and address ; or, the name of the firm or company who are the remitters or payees, together with the addresses of each.

The money-orders, issued in either country, shall be forwarded by the remitters to the payees, at their own expense.

ARTICLE 6.

The advices of all money-orders issued upon the Hawaiian Kingdom by the post-offices in the United States shall be sent to the office of Exchange at San Francisco, where they shall be examined, and, if found correct, impressed with the dated stamp of that office ; and transmitted, by the next direct mail, to the exchange office at Honolulu, accompanied by a list, in duplicate, drawn upon the model of Form 'A.'

The advices, on their arrival in Honolulu, shall be compared with the entries in the list, and afterwards despatched to the paying offices.

In like manner the advices of money-orders, drawn on the United States by postmasters in the Hawaiian Kingdom, shall be sent to the exchange office at Honolulu, where they shall be examined, and, if found correct, impressed with the dated stamp of that office, and transmitted by the next direct mail to the exchange office at San Francisco, accompanied by a list, in duplicate, drawn upon the model of Form 'B.'

The advices, on their receipt at San Francisco, shall be compared with the entries in the list, and afterwards despatched to the paying offices.

The advices of orders issued in the United States in the month of March, which may arrive at the office of exchange at San Francisco in the earlier days of the following month, shall be entered on lists supplementary to that of the last day of the month of March, and in like manner, the advices of orders issued in the Hawaiian Kingdom in the month of June, which may arrive at the exchange office at Honolulu in the earlier days of the following month, shall be entered on lists supplementary to that of the last day of the month of June.

ARTICLE 7.

The lists, despatched from each office of exchange, shall be numbered consecutively, commencing with No. 1, at the beginning of the month of July in each year ; and the entries in these lists shall also have consecutive numbers.

Of each list despatched a duplicate shall be sent, which duplicate, after being verified by the receiving office of exchange, shall be returned to the despatching office of exchange.

Each office of exchange shall promptly communicate to the other the correction of any simple error, which it may discover in the verification of the lists. When the lists shall show irregularities, which the receiving exchange office shall not be able to rectify, that office shall apply for an explanation to the despatching exchange office, and such explanation shall be afforded without delay.

Should any list fail to be received in due course, the despatching exchange office, on receiving information to that effect, shall transmit, without delay, a duplicate of the list, duly certified as such.

ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the country on which the original orders were drawn, and in conformity with the regulations established, or to be established in that country.

ARTICLE 9.

The orders, issued by each country on the other, shall be subject, as regards payment, to the regulations which govern the payment of inland orders of the country on which they were drawn.

The paid orders shall remain in the possession of the country of payment.

ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the country of issue from the country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account. (Article 12.)

It is the province of each Postal Administration to determine the manner in which repayment to the remitter is to be made.

ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue shall become void, and the sums received shall accrue to and be at the disposal of the country of origin.

The Hawaiian Post-Office Department shall, therefore, enter to the credit of the United States, in the quarterly account, all money-orders entered in the lists received from the United States, which remain unpaid at the end of the period specified. (Article 12.)

On the other hand the Post-Office Department of the United States shall, at the close of each month, transmit to the Hawaiian Post-Office Department, for entry in the quarterly account, a detailed statement of all orders, included in the lists despatched from the latter office, which under this article becomes void.

ARTICLE 12.

At the close of each quarter an account shall be prepared at the Hawaiian Post Department, showing in detail the totals of the lists, containing the particulars of orders issued in either country during the quarter, and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post-Office Department of the United States, at Washington, and the balance, after proper verification, shall, if due by the Post-Office Department of Hawaii, be paid at San Francisco, but, if due by the Post-Office Department of the United States, it shall be paid at Honolulu.

If pending the settlement of an account, one of the two Postal Administrations shall ascertain that it owes the other a balance exceeding two thousand five hundred dollars, the indebted Administration shall promptly remit the approximate amount of such balance to the credit of the other. This account shall be in accordance with the forms 'C,' 'D,' 'E,' and 'F,' annexed to this Convention.

ARTICLE 13.

In the exchange of money-orders between the two countries, one dollar in Hawaiian money shall be taken as the equivalent of one dollar

in United States money. This standard in either country shall be gold value.

ARTICLE 14.

The United States Postal Administration undertakes to serve as intermediary for the exchange of postal orders from the Hawaiian Kingdom to be paid in any European country with which that Administration maintains an exchange of postal orders, and with which the Postal Administration of the Hawaiian Kingdom does not have such exchange, as well as for the exchange of orders from any such European country destined for payment in the Hawaiian Kingdom, provided the European country interested consent to an arrangement of this nature.

ARTICLE 15.

The Postal Administration in each country shall be authorized to adopt any additional rules, (if not repugnant to the foregoing,) for the greater security against fraud, or, for the better working of the system generally.

All such additional rules, however, must be promptly communicated to the Post-Office Department of the other country.

ARTICLE 16.

This present Convention shall take effect on the first day of January, 1884, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

ARTICLE 17.

The ratifications of the present Convention shall be exchanged prior to the first day of December, 1883.

In witness whereof, the respective Plenipotentiaries have signed the present Convention and have affixed thereto their seals.

Executed in duplicate and signed at Washington the eleventh day of September, 1883.

[SEAL.]

H. A. P. CARTER,
*Envoy Extraordinary and Minister
Plenipotentiary of Hawaii to the United States.*

[SEAL.]

WALTER Q. GRESHAM,
Postmaster General of the United States.

I hereby approve the foregoing Convention, and in testimony thereof, I have caused the seal of the United States to be hereto affixed.

[SEAL.]

CHESTER A. ARTHUR.

By the President:

FREDK. T. FRELINGHUYSEN,
Secretary of State.

WASHINGTON, *September 13th*, 1883.

I hereby approve the foregoing Convention, and in testimony thereof, I have caused the seal of the Hawaiian Kingdom to be hereto affixed.

[SEAL.]

KALAKAUA REX.

By the King:

WALTER M. GIBSON.
Minister of Foreign Affairs and Premier.

HONOLULU, *October 13th*, 1883.

List No.....

A.

Stamp of San Francisco Office.

SIR: I have the honor to transmit to you, herewith, in duplicate, a list containing a detailed statement of the sums received in the United States since my last despatch (List No. —) for orders payable in the Hawaiian Kingdom, amounting in the aggregate to \$.....

Be pleased to examine, complete, and return to me the original copy of this list, with your acknowledgment of its receipt indorsed thereon.

I am, sir, your obedient servant,

.....
Postmaster, San Francisco.

To the POSTMASTER,
Money-Order Exchange Office, Honolulu.

A.

MONEY-ORDER OFFICE,
Honolulu, 188 .

SIR: I have examined this list of money-orders from No. to No., inclusive, for sums received in the United States for payment in the Hawaiian Kingdom, amounting in the aggregate to \$.....

The said list was found to be correct, with the following exceptions:

.....
.....
.....
.....

I am, Sir, your obedient servant,

To the POSTMASTER,
Money-Order Exchange Office, San Francisco, Cal.

B.

List No.

Office stamp.	<i>A list of money-orders issued in the Kingdom of Hawaii and payable in the United States. Despatched this day of, 188 . Date of arrival at San Francisco</i>	Stamp of San Francisco Office.
--------------------------	---	---

Blanks to be filled up by the despatching Exchange Office, Honolulu.

Space for use of San Francisco
office.

Current No. of international order.		
No. of original money-order.		
Date of original order.		
Office of issue.		
Full name of Remitter.		
Address of Remitter.	Place of Residence.	
	County.	
Full name of payee.		
Address of Payee.	Place of Residence.	
	County.	
	State.	
Amount of order.	\$	
	c.	
Office of Payment.		

Convention between the Post-Office Department of the United States of America and the Post and Telegraph Department of the Colony of Queensland, Australia, concerning the exchange of money-orders.

The Post-Office Department of the United States of America and the Post and Telegraph Department of the Colony of Queensland, Australia, being desirous of establishing a system of exchange of money-orders between the two countries, the undersigned, duly authorized for that purpose, have agreed upon the following Articles:

ARTICLE 1.

There shall be a regular exchange of money-orders between the two countries. The maximum of each order is fixed at £10 sterling, when issued in Queensland, and when issued in the United States, at the equivalent in sterling money, of \$50 in the money of the latter country, converted at the rate fixed by Article 13 of the present Convention.

No money-order shall include the fractional part of a penny or of a cent.

The amount of each order whether issued in the United States or in Queensland must be expressed in letters in British money and the equivalent in the money of the United States must also be shown in figures.

ARTICLE 2.

The Queensland Post-Office shall have power to fix the rates of commission on all money-orders issued in Queensland, and the Post-Office Department of the United States shall have the same power in regard to all money-orders issued in the United States.

Each office shall communicate to the other its tariff of charges, or rates of commission which shall be established under this Convention, and these rates shall, in all cases, be payable in advance by the remitters, and shall not be repayable.

It is understood, moreover, that each office is authorized to suspend, temporarily, the exchange of money-orders, in case the course of exchange, or any other circumstance, should give rise to abuses, or cause detriment to the postal revenue.

ARTICLE 3.

Each country shall keep the commission charged on all money-orders within its jurisdiction, but shall pay to the other country three-fourths of one per cent on the amount of such orders.

ARTICLE 4.

The service of the postal money-order system between the two countries shall be performed, exclusively, by the agency of offices of exchange. On the part of the United States, the office of exchange shall be San Francisco, California, and on the part of Queensland, Brisbane. Orders shall be drawn only on the authorized money-order offices of the respective countries; and each Postal Administration shall furnish to the other a list of such offices, and shall, from time to time, notify any addition to or change in such list. Every order and advice must contain the name of the office and of the country of destination, and if relating to an order payable in the United States, the name of the State in which such office is situated.

ARTICLE 5.

No money-order shall be issued unless the applicant furnish the name and address of the person to whom the amount is to be paid, and his own name and address; or the name of the firm or company who are the remitters or payees, together with the address of each.

The money-orders issued in either country, shall be forwarded by the remitters to the payees at their own expense.

ARTICLE 6.

The advices of all money-orders issued upon Queensland by the post offices in the United States shall be sent to the office of exchange at San Francisco, where they shall be impressed with a dated stamp (Form 'A') showing the amount to be paid in sterling money, and transmitted by the next direct mail, to the exchange office at Brisbane, accompanied by a list, in duplicate, drawn upon the model of Form 'B.'

The advices on their arrival in Brisbane shall be compared with the entries in the list, and afterwards despatched to the paying offices.

In like manner, the advices of money-orders drawn on the United States by postmasters in Queensland shall be sent to the exchange office at Brisbane, shall there be impressed with a dated stamp Form 'A' showing the amount to be paid in United States money, and be despatched, accompanied by a list, in duplicate, (Form 'C') to the office of exchange at San Francisco by the next direct mail.

The advices on their receipt at San Francisco shall be compared with the entries in the list, and afterwards despatched to the paying offices.

The advices of orders issued in the United States in the month of June which may arrive at the office of exchange at San Francisco, in the earlier days of the following month, shall be entered on lists supplementary to that of the last day of the month of June, and in like manner, the advices of orders issued in Queensland in the month of June which may arrive at the exchange office at Brisbane, in the earlier days of the following month, shall be entered on lists supplementary to that of the last day of the month of June.

Each exchange office shall certify its orders to the other in amounts designated in the denominations of the money both of the despatching and receiving country at the rate of conversion established by Article 13 of this Convention. The amounts, so converted, shall be checked at the receiving office of exchange.

Each Administration hereby undertakes and agrees to suspend the issue of money-orders a sufficient length of time before the sailing of each steamer which carries the exchange lists and advices, at those post-offices in its own territory where such suspension may be necessary, in order to prevent the issue of orders which could be despatched by the outgoing mail while the corresponding advices could not be certified by the exchange office in time to be conveyed by that mail.

The exchange lists and the accompanying advices shall invariably be sent by such steamers as carry the mails directly from San Francisco to Brisbane or from Brisbane to San Francisco, as the case may be, and not viâ London in any event.

ARTICLE 7.

The lists despatched from each office of exchange, shall be numbered consecutively, commencing with No. 1, at the beginning of the month

of July in each year; and the entries in these lists shall also have consecutive numbers.

Of each list despatched, a duplicate shall be sent, which duplicate, after being verified by the receiving office of exchange shall be returned to the despatching office of exchange.

Each office of exchange shall promptly communicate to the other, the correction of any simple error which it may discover in the verification of the lists.

When the lists shall show irregularities which the receiving exchange office shall not be able to rectify, that office shall apply for an explanation to the despatching exchange office, and such explanation shall be afforded without delay.

Should any list fail to be received in due course, the despatching exchange office on receiving information to that effect shall transmit without delay, a duplicate of the list, duly certified as such.

ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the country on which the original orders were drawn and in conformity with the regulations established, or to be established in that country.

ARTICLE 9.

The orders issued by each country on the other, shall be subject, as regards payment, to the regulations which govern the payment of inland orders of the country on which they were drawn. The paid orders shall remain in the possession of the country of payment.

ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the country of issue from the country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account (Article 12). It is the province of each Postal Administration to determine the manner in which repayment to the remitters is to be made.

ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue shall become void and the sums received shall accrue to and be at the disposal of the country of origin. The Queensland office shall, therefore, enter to the credit of the United States in the quarterly account, all money-orders entered in the lists received from the United States, which remain unpaid at the end of the period specified. (Article 12.) On the other hand, the Post-Office Department of the United States shall, at the close of each month, transmit to the Queensland office for entry in the quarterly account, a detailed statement of all orders included in the lists despatched from the latter office which, under this article, become void.

ARTICLE 12.

At the close of each quarter an account shall be prepared at the General Post-Office of Queensland, showing in detail the totals of the lists containing the particulars of orders issued in either country during the quarter, and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post-Office Department of the United States at Washington, and the balance, after

proper verification, shall, if due by the Post and Telegraph Department of Queensland, be paid to the General Post-Office at London to the credit of the Post-Office Department of the United States on account of the exchange of money-orders between the United States and the United Kingdom of Great Britain and Ireland; if due by the Post-Office Department of the United States, the balance shall likewise be paid to the General Post-Office at London to the credit of the Post-Office of Queensland.

If, pending the settlement of an account, one of the two Postal Administrations shall ascertain that it owes the other, a balance exceeding five hundred pounds sterling, the indebted administration shall promptly remit the approximate amount of such balance to the credit of the other.

This account shall be in accordance with the forms 'D,' 'E,' 'F' and 'G,' annexed to this convention.

ARTICLE 13.

Until the two Postal Administrations shall consent to an alteration, it is agreed that in all matters of account relative to money-orders which shall result from the execution of the present convention, the pound sterling of Great Britain shall be considered as equivalent to four dollars, eighty-seven cents, of the money of the United States.

ARTICLE 14.

The Postal Administration in each country shall be authorized to adopt any additional rules (if not repugnant to the foregoing) for the greater security against fraud, or for the better working of the system generally.

All such additional rules, however, must be promptly communicated to the post-office of the other country.

ARTICLE 15.

The present convention shall take effect on the first day of July, 1884, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

Done in duplicate and signed in Washington on the twenty-eighth day of May, in the year of our Lord, 1884, and in Brisbane on the twenty-sixth day of March in the year of our Lord 1884.

[SEAL.]

WALTER Q. GRESHAM,
Postmaster-General of the United States.

JAMES F. GARRICK,
Postmaster-General of Queensland.

Signed by the said James F. Garrick in the presence of

JOHN McDONNELL,
Under Sec'y Post and Telegraph Department.

AT BRISBANE ON 26th March, 1884.

I hereby approve the foregoing Convention, and in testimony thereof, I have caused the seal of the United States to be hereto affixed.

[SEAL.]

CHESTER A. ARTHUR.

By the President.

FREDK. T. FRELINGHUYSEN,
Secretary of State.

WASHINGTON, June 5, 1884.

A.

Value of United States order in English money.

£	s.	d.
5	3	2

Value of Queensland order in United States money.

\$14	c. 25
------	-------

Brisbane, July 1, 1884.

B.

List No. ———.

Stamp of San Francisco Office.

SIR: I have the honor to transmit to you herewith, in duplicate, a list containing a detailed statement of the sums received in the United States, since my last despatch (List No. —) for orders payable in Queensland, amounting in the aggregate to £..... Be pleased to examine, complete, and return to me, the original copy of this list with your acknowledgment of its receipt endorsed thereon.

I am, Sir, your obedient servant,

Postmaster, San Francisco.

To SUPT.

Money-Order Office,
Brisbane.

List No.

C.

Office
Stamp.

A list of money-orders issued in Queensland and payable in the United States, despatched this day of, 188 .
Date of arrival at San Francisco, 188 .

Stamp of
San Francisco
Office.

Blanks to be filled by the despatching Money-Order office at Brisbane.

For use of San Francisco
Office.

Current number of International Order.	
Number of Original Order.	
Date of Original Order.	
Office of Issue.	
Full name of Remitter.	
Place of Residence.	Address of Re-mitter.
County.	
Full name of Payee.	
Place of residence.	Address of Payee.
County.	
State.	
Amount received in Queens-land.	
£	
s.	
d.	
Value of order in United States Money.	
\$	
c.	
Office of Payment.	

F.

Table showing particulars of such orders as have become void.

[illegible]

Convention between the Governor of the colony of the Cape of Good Hope and the President of the United States of America concerning the exchange of Money-Orders.

The Governor of the Colony of the Cape of Good Hope and the President of the United States of America, being desirous of establishing a system of exchange of Money-Orders between the two countries have agreed on behalf of their respective Governments to the following Articles:

ARTICLE 1.

There shall be a regular exchange of money-orders between the two countries.

The maximum of each order is fixed at Ten pounds, sterling, when issued in the Cape Colony, and when issued in the United States at the equivalent in sterling money of Fifty dollars in the money of the latter country, converted at the rate fixed by article 13 of the present convention.

No money-order shall include the fractional part of a penny, or of a cent.

The amount of each order, whether issued in the United States or in the Cape Colony, must be expressed in letters in British money, and the equivalent in the money of the United States must also be shown in figures.

ARTICLE 2.

The Cape Colony Post-Office Department shall have power to fix the rates of commission on all money-orders issued in the Cape Colony, and the Post-Office Department of the United States shall have the same power in regard to all money-orders issued in the United States.

Each office shall communicate to the other its tariff of charges or rates of commission, which shall be established under this Convention, and these rates shall, in all cases, be payable in advance by the remitters and shall not be repayable.

It is understood, moreover, that each office is authorized to suspend temporarily the exchange of money-orders, in case the course of exchange, or any other circumstances, should give rise to abuses or cause detriment to the Postal Revenue.

ARTICLE 3.

Each country shall keep the commission charged on all money-orders issued within the jurisdiction, but pay to the other country three-fourths of one per cent. on the amount of such orders.

ARTICLE 4.

The service of the postal money-order system between the two countries shall be performed exclusively by the agency of offices of exchange. On the part of the United States the office of exchange shall be New York, N. Y., and on the part of the Cape Colony, Cape Town.

Orders shall be drawn only on the authorized money-order offices of the respective countries; and each Postal Administration shall furnish to the other a list of such offices, and shall from time to time, notify any addition to, or change in such list. Every order and advice must contain the name of the office, and of the country of destination, and if relating to an order payable in the United States, the name of the State in which such office is situated.

ARTICLE 5.

No money-order shall be issued unless the applicant furnish the name and address of the person to whom the amount is to be paid and his own name and address; or the name of the firm or company who are the remitters or payees, together with the addresses of each. The money-orders issued in either country shall be forwarded by the remitters to the payees at their own expense.

ARTICLE 6.

The advices of all money-orders issued upon the Cape Colony by the post-offices of the United States shall be sent to the office of exchange at New York, where they shall be impressed with a dated stamp (Form 'A') showing the amount to be paid in sterling money and transmitted by the next mail to the exchange office at Cape Town, accompanied by a list, in duplicate, drawn upon the model of Form 'B.'

These advices on their arrival in Cape Town shall be compared with the entries in the list and, afterwards, despatched to the paying offices. In like manner the advices of money-orders drawn on the United States by postmasters in the Cape Colony shall be sent to the exchange office at Cape Town, shall there be impressed with a dated stamp (Form 'A') showing the amount to be paid in the United States money and be despatched accompanied by a list in duplicate (Form 'C') to the office of exchange at New York, N. Y., by next mail.

The advices on their receipt at New York shall be compared with the entries in the list, and afterwards despatched to the paying offices.

The advices of orders issued in the United States in the month of June which may arrive at the office of exchange at New York in the earlier days of the following month shall be entered on lists supplementary to that of the last day of the month of June, and in like manner the advices of orders issued in the Cape Colony in the month of June which may arrive at the exchange office at Cape Town in the earlier days of the following month shall be entered on lists supplementary to that of the last day of the month of June.

Each exchange office shall certify its orders to the other in amounts designated in the denominations of the money both of the despatching and receiving country at the rate of conversion established by Article 13 of this Convention. The amounts so converted shall be checked at the receiving office of exchange.

ARTICLE 7.

The lists despatched from each office of exchange shall be numbered consecutively, commencing with number 1 at the beginning of the month of July in each year; and the entries in these lists shall, also, have consecutive numbers.

Of each list despatched a duplicate shall be sent, which duplicate, after being verified by the receiving office of exchange, shall be returned to the despatching office of exchange.

Each office of exchange shall promptly communicate to the other the correction of any simple error which it may discover in the verification of the lists.

When the lists shall show irregularities which the receiving office of exchange shall not be able to rectify that office shall apply for an explanation to the despatching exchange office, and such explanation

shall be afforded without delay. Should any list fail to be received in due course, the despatching exchange office, on receiving information to that effect, shall transmit without delay a duplicate of the list duly certified as such.

ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the country on which the original orders were drawn, and in conformity with the regulations established, or to be established, in that country.

ARTICLE 9.

The orders issued by each country on the other shall be subject as regards payment to the regulations which govern the payment of inland orders of the country on which they were drawn.

The paid orders shall remain in the possession of the country of payment.

ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such repayment shall have been obtained by the country of issue from the country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account. (Article 12.)

It is the province of each Postal Administration to determine the manner in which repayment to the remitters is to be made.

ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue shall become void, and the sums received shall accrue to, and be at the disposal of, the country of origin.

The Cape Colony office shall therefore enter to the credit of the United States in the quarterly account, all money orders entered in the list received from the United States, which remain unpaid at the end of the period specified. (Article 12.)

On the other hand, the Post Office Department of the United States shall, at the close of each month, transmit to the Cape Colony office for entry in the quarterly account, a detailed statement of all orders included in the lists despatched from the latter office which under this article become void.

ARTICLE 12.

At the close of each quarter an account shall be prepared at the General Post-Office, Cape Town, showing in detail the totals of the lists containing the particulars of orders issued in either country during the quarter and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post-Office Department of the United States at Washington, and the balance after proper verification shall, if due by the Post-Office Department of the Cape Colony be paid to the General Post-Office at London to the credit of the Post-Office Department of the United States on account of the exchange of money-orders between the United States and the United Kingdom of Great Britain and Ireland; and if due by the Post-Office Department of the United States shall likewise be paid to the General Post-Office at London to the credit of the Post-Office Department of the Cape Colony.

Provided always that in the event of the balances of the money-order transactions between the United Kingdom and the Cape Colony, and between the United Kingdom and the United States of America, respectively, being at any time against the United Kingdom, any balance there may be in connection with the exchange of money-orders under the terms of this convention between the Cape Colony and the United States shall be adjusted through the Agent-General of the Cape Colony in London.

If pending the settlement of an account one of the two Postal Administrations shall ascertain that it owes the other a balance exceeding five hundred pounds (£500) sterling, the indebted administration shall promptly remit the approximate amount of such balance to the credit of the other. This account shall be in accordance with the forms 'D', 'E', 'F', and 'G', annexed to this convention.

ARTICLE 13.

Until the two Postal Administrations shall consent to an alteration, it is agreed that in all matters of account relative to money-orders which shall result from the execution of the present Convention, the pound sterling of Great Britain shall be considered as equivalent to four dollars, eighty-seven cents of the money of the United States.

ARTICLE 14.

The Postal Administration in each country shall be authorized to adopt any additional rules (if not repugnant to the foregoing) for the greater security against fraud, or for the better working of the system generally. All such additional rules, however, must be promptly communicated to the Post-Office of the other country.

ARTICLE 15.

This present Convention shall take effect on the first day of July, 1884, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

Given under my hand and the Public Seal of the colony of the Cape of Good Hope at Cape Town on the ninth day of April, one thousand eight hundred and eighty-four.

[SEAL.]

HERCULES ROBINSON,
Governor.

Done in duplicate and signed in Washington on the ninth day of June, in the year of our Lord 1884.

[SEAL.]

WALTER Q. GRESHAM,
Postmaster-General of the United States.

I hereby approve the foregoing convention, and in testimony thereof, I have caused the seal of the United States to be hereto affixed.

[SEAL.]

CHESTER A. ARTHUR.

By the President:

FREDK. T. FRELINGHUYSEN,
Secretary of State.

WASHINGTON, *June 10th*, 1884.

Form 'A.'

Value of United States orders in English money:

£	s.	d.
5	3	2

New York, July 1st, 1884.

Value of Cape Colony orders in United States money:

\$14	c. 25
------	-------

Cape Town, July 1st, 1884.

Form 'B.'

List No.

SIR: I have the honor to transmit to you herewith, in duplicate, a list containing a detailed statement of the sums received in the United States since my last despatch (List No.) for orders payable in the Cape Colony amounting in the aggregate to £.....

Be pleased to examine, complete, and return to me the duplicate copy of this list, with your acknowledgment of its receipt indorsed thereon.

I am, Sir, your obedient servant,

Postmaster New York.

To the POSTMASTER,
Money Order Exchange Office, Cape Town.

Form 'B.'

MONEY-ORDER OFFICE,

Cape Town, 188..

SIR: I have examined this list of money orders From No. to No., inclusive, for sums received in the United States for payment in the Cape Colony, amounting in the aggregate to \$....., and which is to be paid in the net amount of £.....

The said list was found to be correct, with the following exceptions:

I am, Sir, your obedient servant,

To the POSTMASTER,

Money-Order Exchange Office, New York, N. Y.

.....

Form 'G.'

Balance.

To the credit of Cape Colony Office.				To the credit of the United States Office.			
Amount of international orders issued in the United States.....				Amount of international orders issued in the Cape Colony			
Three-fourths of one per cent. on the amount of such issues.....				Three-fourths of one per cent. on amount of such issues.....			
Amount of void Orders of Cape Colony issued as per Table.....				Amount of void orders of the United States issued as per table....			
Amount of international orders repaid in Cape Colony as per Table.				Amount of international orders repaid in the United States as per table			
Sums remitted by the office of Cape Colony:.....				Sums remitted by the office of the United States:			
Dates.	Amounts.			Dates.	Amounts.		
Balance remaining due to the United States				Balance remaining due to the Cape Colony			

The above account exhibits a balance of £ remaining due to the office, Cape Town.

188 .

Signature of proper accounting officer of the Cape Colony Post-Office.

The above statement of account is accepted with a balance of £ due to the office.

WASHINGTON, 188 .

.....
Auditor of the Treasury for the Post-Office Department.

Convention between the Post-Office Department of the United States of America, and the Post-Offices of the several Islands at present constituting the Government-in-Chief of the Windward Islands, consisting of the Islands of Barbadoes, Grenada, St. Vincent, Tobago and St. Lucia, concerning an exchange of Money-Orders.

The Post-Office Department of the United States of America, and the Post-Offices of the several Islands at present constituting the Government-in-Chief of the Windward Islands, consisting of the islands of Barbadoes, Grenada, St. Vincent, Tobago and St. Lucia, being desirous of establishing a system of exchange of money-orders between the several countries, the undersigned duly authorized for that purpose have agreed upon the following articles:

ARTICLE 1.

There shall be a regular exchange of money-orders between the United States and each of the several Windward Islands.

The maximum of each order is fixed at ten pounds sterling when issued in any of the Windward Islands; and when issued in the United States, at fifty dollars in the money of the latter country.

No money-order shall include a fractional part of a penny, or of a cent.

The amount of each order must be expressed in letters in the money of the country in which payment is to be made, and the equivalent of the money in the issuing country must also be shewn in figures, at the rate of conversion fixed by Article 13 of the present Convention.

ARTICLE 2.

The several Post-Offices of the Windward Islands shall, each for the Island of which it is Post-Office, have power to fix the rates of commission on all money-orders issued in such Island and the Post-Office Department of the United States shall have the same power in regard to all money-orders issued in the United States.

The Post-Office of the United States shall communicate from time to time to the Post-Office of Barbadoes its tariff of charges or rates of commission, which shall be established under this Convention and the Post-Office of Barbadoes shall communicate from time to time to the Post Office of the United States the tariff of charges or rates of commission, which shall be established by the several Windward Islands under this Convention, and these rates shall in all cases be payable in advance by the remitters and shall not be re-payable.

It is understood moreover that the Post-Office of any of the several countries is authorized to suspend temporarily the exchange of money orders, in case the course of exchange, or any other circumstance, should give rise to abuses or cause detriment to the Postal revenue.

ARTICLE 3.

Every country included in this Convention shall keep the commission charged on all money-orders issued within its jurisdiction, but shall pay to the country to which such money-orders are sent, three-fourths of one per cent. on the amount of such orders.

ARTICLE 4.

The service of the Postal money-order system between the United States on the one part and the several Windward Islands on the other

part, shall be performed exclusively by the Agency of Offices of Exchange. On the part of the United States the Office of Exchange shall be New York, and on the part of the several Windward Islands, the Office of Exchange shall be Bridgetown, Barbadoes.

Orders shall be drawn only on the authorized money-order offices of the respective countries included in this Convention, and the Postal Administration of the United States shall furnish to the Post-Office of Barbadoes a list of such offices in the United States, and shall from time to time notify any addition to, or change in such list, and the Post-Office of Barbadoes shall furnish the Post-Office of the United States with a list of such offices in the several Windward Islands, and shall from time to time notify any addition to, or change in such list.

Every order and advice must contain the name of the Office and of the country of destination, and if relating to an order payable in the United States, the name of the State in which such office is situated.

ARTICLE 5.

No money-order shall be issued unless the applicant furnish the name and address of the person to whom the amount is to be paid, and his own name and address, or the name of the firm or company who are the remitters or payees together with the addresses of each.

The money-orders issued in either country shall be forwarded by the remitters to the payees at their own expense.

ARTICLE 6.

The advices of all money-orders issued upon any of the Windward Islands by the Post-Offices in the United States shall be sent to the Office of Exchange at New York where they shall be examined, and if found correct, impressed with the dated stamp of that office and transmitted by the next mail to the Exchange Office at Bridgetown accompanied by a list in duplicate drawn upon the model of Form "A."

The advices on their arrival at Bridgetown shall be compared with the entries in the list, and afterwards dispatched to the paying offices.

In like manner the advices of money-orders drawn on the United States by Postmasters in any of the Windward Islands shall be sent to the Exchange Office at Bridgetown, shall there be examined and if found correct, impressed with the dated stamp of that office and be dispatched accompanied by a list in duplicate [Form "B"] to the Office of Exchange at New York by the next mail.

The advices on their receipt at New York shall be compared with the entries on the list and afterwards dispatched to the paying Offices.

The advices of orders issued in the United States in the month of September, which may arrive at the Office of Exchange at New York in the earlier days of the following month, shall be entered on lists supplementary to that of the last day of the month of September, and in like manner the advices of orders issued in any of the Windward Islands in the month of June which may arrive at the Exchange Office at Bridgetown in the earlier days of the following month, shall be entered on lists supplementary to that of the last day of the month of June.

Each Exchange Office shall certify its orders to the other on the lists, in amounts designated in the denominations of the money both of the dispatching and receiving country at the rate of conversion established by Article 13, of this Convention. The amounts so converted shall be checked at the receiving office of exchange.

ARTICLE 7.

The lists despatched from each office of exchange shall be numbered consecutively, commencing with No. 1, at the beginning of the month of

July in each year; and the entries in these lists shall also have consecutive numbers.

Of each list despatched a duplicate shall be sent, which duplicate after being verified by the receiving office of exchange shall be returned to the despatching office of exchange.

Each office of exchange shall promptly communicate to the other the correction of any simple error which it may discover in the verification of the lists.

When the lists shall show irregularities which the receiving exchange office shall not be able to rectify, that office shall apply for an explanation to the despatching exchange office, and such explanation shall be afforded without delay.

Should any list fail to be received in due course, the despatching exchange office, on receiving information to that effect, shall transmit without delay a duplicate of the list, duly certified as such.

ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the country on which the original orders were drawn, and in conformity with the regulations established or to be established in that country.

ARTICLE 9.

The orders issued by the United States on any of the Windward Islands or by any of the Windward Islands on the United States shall be subject as regards payment to the regulations which govern the payment of money-orders in the country on which they were drawn.

The paid orders shall remain in the possession of the country of payment.

ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such payment shall first have been obtained by the country of issue from the country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account (Article 12). It is the province of each Postal Administration to determine the manner in which repayment to remitters is to be made.

ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue shall become void, and the sums received shall accrue to and be at the disposal of the country of origin.

The Bridgetown office shall therefore enter to the credit of the United States in the quarterly account all money-orders entered in the lists received from the United States, which remain unpaid at the end of the period specified. (Article 12.)

On the other hand the Post-Office Department of the United States shall at the close of each month transmit to the Bridgetown office for entry in the quarterly account, a detailed statement of all orders included in the lists despatched from the latter office, under which this Article becomes void.

ARTICLE 12.

At the close of each quarter an account shall be prepared at the Post-Office of Bridgetown showing in detail the totals of the lists containing the particulars of orders issued in the United States on the one part and in the several Windward Islands on the other part, during the quarter, and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post-Office

Department of the United States at Washington, and the balance after proper verification shall, if due by the Post-Office Department of the United States be paid at Bridgetown, but if due by the Post-Office of Barbadoes, it shall be paid at New York, and in the money of the country to which the payment is made.

Payments may be made in money or by drafts, or by bills of exchange, on points other than Bridgetown and New York, by mutual agreement, between the Post-Office Departments of the United States and Barbadoes.

If pending the settlement of an account, either the United States Post-Office on the one part, or the Post-Office of Barbadoes on the other part, shall ascertain that the one owes the other a balance exceeding five thousand dollars the indebted administration shall promptly remit the approximate amount of such balance to the credit of the other; but nothing herein contained shall prevent such administration from remitting a lesser amount than five thousand dollars at discretion.

This account and the letters which accompany such intermediate remittances shall be in accordance with the forms 'C,' 'D,' 'E,' 'F,' and 'G,' annexed to this Convention.

ARTICLE 13.

Until the Postal Administrations of the United States and the several Windward Islands shall consent to an alteration it is agreed that in all matters of account relative to money-orders which shall result from the execution of the present Convention, the pound sterling of Great Britain shall be considered as equivalent to four dollars eighty-seven cents of the money of the United States.

ARTICLE 14.

The Postal Administration in every country included in this Convention shall be authorized to adopt any additional rules (if not repugnant to the foregoing) for greater security against fraud, or for the better working of the system generally.

All such additional rules however must, if adopted by the United States, be promptly communicated to the Post-Office Department of Barbadoes, and if adopted by any of the Windward Islands be promptly communicated to the Post-Office Department of the United States by the Post Office Department of Barbadoes.

ARTICLE 15.

This present Convention shall take effect on the first day of October one thousand eight hundred and eighty-four and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

Done in duplicate and signed in Washington on the second day of July, in the year of our Lord 1884; and in Bridgetown on the 24th day of April in the year of our Lord 1884.

[SEAL.]

WALTER Q. GRESHAM,
Postmaster-General of the United States.

[SEAL.]

WILLIAM ROBINSON,
Governor-in-Chief of the Windward Islands.

I hereby approve the foregoing Convention and in testimony thereof I have caused the Seal of the United States to be hereto affixed.

CHESTER A. ARTHUR.

By the President.

[SEAL.] FREDK. T. FRELINGHUYSEN,
Secretary of State.

WASHINGTON, July 11th, 1884.

List No. ———.

A.

Stamp of
New York
office.

SIR: I have the honor to transmit to you herewith, in duplicate, a list containing a detailed statement of the sums received in the United States since my last despatch, (List No. ———), for orders payable in the Windward Islands, amounting in the aggregate to \$————, = £——— s——— d———.

Be pleased to examine, complete and return to me the original copy of this list, with your acknowledgment of its receipt indorsed thereon.

I am, sir, your obedient servant,

To the POSTMASTER OF BARBADOES,
Bridgetown.

.....
Postmaster, New York.

6981 P M G——40

A.

GENERAL POST-OFFICE, BARBADOES,
Bridgetown,, 188 .

SIR: I have examined this list of money-orders, from No. to No., inclusive, for sums received in the United States for payment in Barbadoes and the Windward Islands, amounting in the aggregate to \$....., and which is to be paid to the net amount of £.....s.d.

The said list was found to be correct, with the following exceptions:

This image shows a single sheet of white, lined notebook paper. The paper has horizontal blue or grey ruling lines spaced evenly apart. There are approximately 20 lines visible. A thicker vertical margin line runs down the right side of the page, creating a narrow margin. The paper appears slightly aged or off-white. There is no handwriting or other markings on the page.

I am, sir, your obedient servant,

.....,
Postmaster of Barbadoes.

To the POSTMASTER,
Money-Order Exchange Office, New York.

B.

Office
Stamp.

A list of money-orders issued in Barbadoes and the other Windward Islands, and payable in the United States, despatched this day of, 188 .
Date of arrival at New York, 188 .

Stamp of
New York
Office.

Blanks to be filled by the Despatching Exchange Office, Bridgetown.

Space for use of New
York Office.

[illegible]

F.

BALANCE.

To credit of Barbadoes Office.				To credit of United States Office.			
	£	s.	d.		\$	c.	
Amount of international orders issued in the United States				Amount of international orders issued in Barbadoes, &c			
$\frac{3}{4}$ of one per cent. on amount of such issues				$\frac{3}{4}$ of one per cent. on amount of such issues			
	£	s.	d.		\$	c.	
Deduct amount of void orders of U. S. issue as per table				Deduct amount of void orders of Barbadoes, &c., issue, as per table			
Deduct amount of international orders repaid in U. S., as per table ..				Deduct amount of international orders repaid in Barbadoes, &c., as per table			
Total deduction				Total deduction			
United States credit converted at \$4.87 to the pound to be deducted				Barbadoes credit converted at \$4.87 to the pound to be deducted			
Balance to credit of Barbadoes Office				Balance to credit of U. S. Office			
	£	s.	d.		\$	c.	
Paid on account by the Office of the United States ..				Paid on account by the Office of Barbadoes			
Dates:				Dates:			
Balance remaining				Balance remaining			

The within account exhibits a total balance of, which, after deduction of the payments on account, as therein stated, leaves a balance remaining of due to the Office.

.....,
Postmaster of Barbadoes.

The above statement of account is accepted with a balance of due to the Office.

.....,
Auditor of the Treasury for the Post-Office Department.

Washington,, 188.

The payment on account of, having been receipted by special vouchers, the receipt of the balance remaining of is hereby acknowledged.

....., 188..

.....,
.....

F.

No.

GENERAL POST-OFFICE, BARBADOES,
Bridgetown, 188 .

SIR: The lists of International Money-Orders which the Bridgetown Exchange Office has transmitted to the New York exchange Office, from to 188 , amount to the sum of \$.....

The Lists transmitted by the New York Office to the Bridgetown Office during the same period amount to £....., equivalent to..... \$.....

Difference \$.....

On account of which the Barbadoes Office has already paid the following sums, viz:

..... 188 ,	\$
..... 188 ,	\$
..... 188 ,	\$
..... 188 ,	\$
..... \$.....	

Difference remaining \$

Particulars: In accordance with the terms of Article 12 of the Convention of 188 , the sum of \$..... is herewith transmitted, as per particulars in the margin, the receipt of which you will be pleased to acknowledge in due form.

.....

Postmaster of Barbadoes.

To the POSTMASTER-GENERAL OF THE UNITED STATES, Washington.

G.

No.

POST-OFFICE DEPARTMENT,
Washington, D. C. 188 .

SIR: The Lists of International Money-Orders, which the Exchange Office of New York has transmitted to the Exchange Office at Bridgetown from to 188 , amount to the sum of £.....

The Lists transmitted by the Exchange Office at Bridgetown to the New York Office during the same period amount to \$....., equal to..... £.....

Difference £.....

On account of which the United States Office has already paid the following sums:

..... 188 ,	£
..... 188 ,	£
..... 188 ,	£
..... 188 ,	£
..... £.....	

Difference remaining £.....

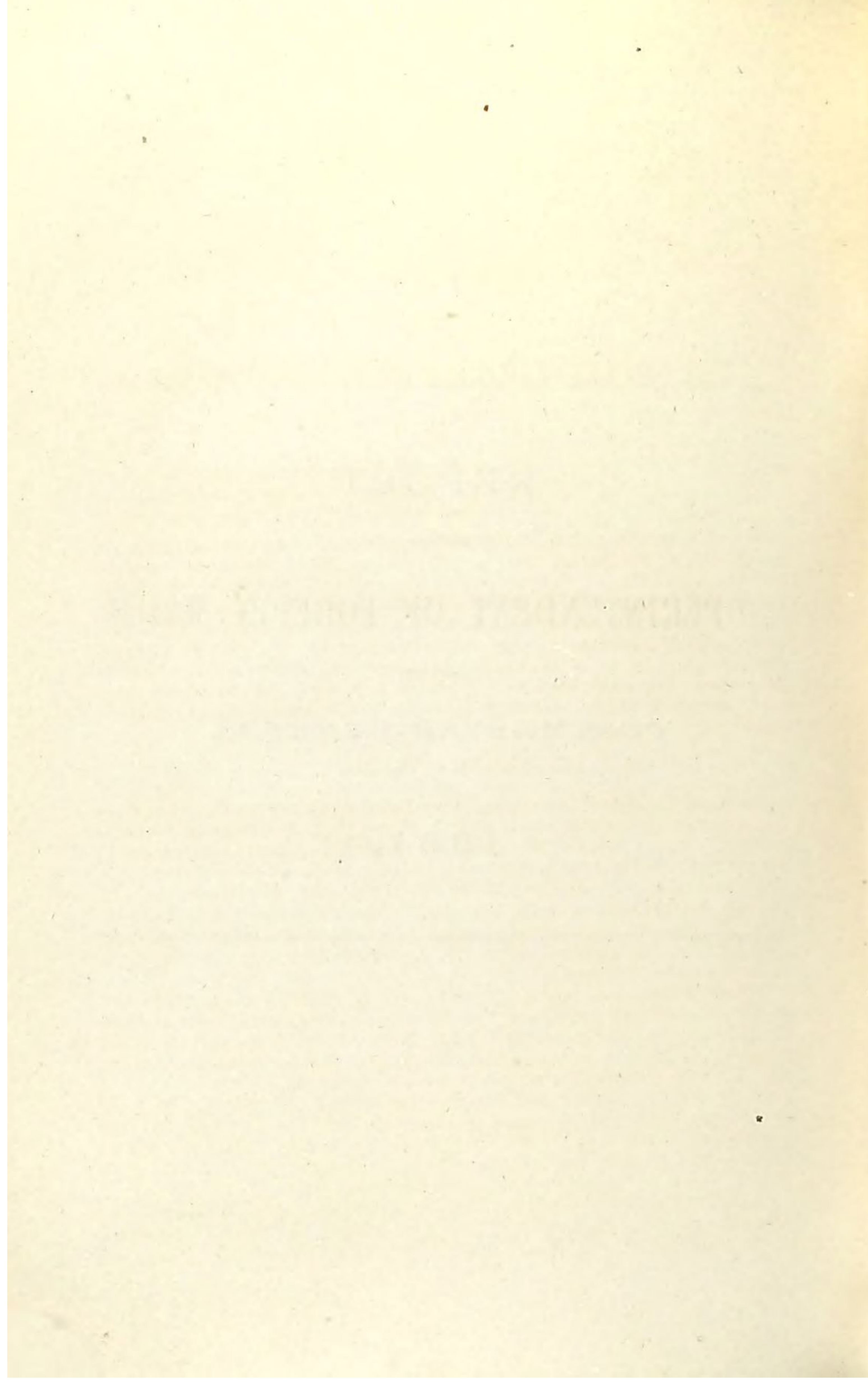
Particulars: In accordance with the terms of Article 12 of the Convention of 188 , the sum of £ is herewith transmitted, as per particulars in the margin, the receipt of which you will be pleased to acknowledge in due form.

.....

Superintendent Money Order System.

To the POSTMASTER OF BRIDGETOWN, BARBADOES.

REPORT
OF THE
SUPERINTENDENT OF FOREIGN MAILS
TO THE
POSTMASTER-GENERAL
FOR
1884.



R E P O R T
OF
THE SUPERINTENDENT OF FOREIGN MAILS.

POST-OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
Washington, D. C., November 15, 1884.

SIR: I have the honor to submit the following report of the principal operations of the foreign mail service for the fiscal year 1884. Before entering upon its details, however, permit a brief tribute to the official worth and private virtues of my predecessor in this office, the late Joseph H. Blackfan, whose death, occurring in November, 1883, terminated a public service in this Department of more than thirty years, distinguished by so much fidelity, integrity and ability as to command the respect and confidence of his official superiors, and by a courteous performance of duty which endeared him to all having official relations with him.

WEIGHT OF MAILS.

The total weight of the mails dispatched during the year to countries and colonies of the Universal Postal Union, the Dominion of Canada excepted, was 1,215,572,391 grams, or 2,679,851 pounds—an increased weight over the preceding year of 146,861 pounds. The weight of the letter and post-card mails was 225,841,232 grams, or 497,889 pounds, and of the printed matter and sample mails 989,731,159 grams, or 2,181,961 pounds—an increased weight, as compared with the preceding year, of 16,412 pounds of letters and post cards, and 130,448 pounds of printed matter and samples.

Of the letters and post cards dispatched, 198,050 pounds (39.77 per cent.) were sent in mails to Great Britain and Ireland, 115,193 pounds (23.14 per cent.) to Germany, 141,759 pounds (28.86 per cent.) to other countries of Europe and to Asiatic Turkey, and 43,887 pounds (8.23 per cent.) to other Postal Union countries and colonies.

Of the printed matter and samples dispatched, 892,796 pounds (40.92 per cent.) were sent in mails to Great Britain and Ireland, 377,140 pounds (17.28 per cent.) to Germany, 450,816 pounds (20.65 per cent.) to other countries of Europe and to Turkey in Asia, and 461,209 pounds (21.15 per cent.) to other Postal Union countries.

Compared with the weights of mails dispatched during the preceding year, the increase of letter and post-card mails was 3.41 per cent., and of printed matter and sample mails 6.36 per cent.

The following table shows the percentages of the correspondence dispatched by countries:

Countries.	Letters and post cards.	Prints and samples.
	<i>Per cent.</i>	<i>Per cent.</i>
Great Britain.....	39.77	40.92
Germany.....	23.14	17.28
France.....	5.51	5.86
Sweden.....	5.43	3.04
Italy.....	3.63	2.47
Norway.....	2.92	1.74
Austria.....	2.84	1.59
Switzerland.....	1.85	1.86
Russia.....	1.50	.61
Denmark.....	1.49	.64
Netherlands.....	1.17	.86
Belgium.....	.82	1.05
Spain.....	.58	.87
Portugal.....	.33	.24
Turkey.....	.18	.49
Cuba.....	1.67	2.70
Porto Rico and other West Indies.....	1.38	3.20
Hawaiian Islands, Japan, Hong-Kong, Shanghai, Manila, Tahiti, Marquesas Islands, Java, Straits Settlements, New Caledonia, Cochin China.....	1.65	3.60
United States of Colombia and other Central American countries.....	1.08	2.83
Brazil and other South American countries....	1.33	4.12
Mexico	1.02	4.27
Newfoundland, Islands of St. Pierre and Miquelon.....	.10	.43

Reference is made to the tables accompanying the report of the Auditor of the Treasury for the Post-Office Department for the separate weights of the mails dispatched to the several countries of the Postal Union.

The number of letters exchanged with countries and colonies not embraced in the Postal Union, including 187,582 sent to British Columbia and Nova Scotia by sea, was 198,157, of which number 375,380 were sent to and 22,777 received from such countries.

Compared with the preceding year, these figures show an increase in the number of letters sent of 7,350, and a decrease in the number received of 19,793; but this decrease is apparent only, and results from the fact that no record is made in the United States of letters received from Canada by maritime services.

COST OF THE FOREIGN MAIL SERVICE.

The sums reported for payment on account of sea transportation of the mails dispatched to and received from foreign countries during the year amounted to \$327,207.91, to which sum there is to be added \$5,013.30, the amount credited to France in the quarterly accounts with the French postal administration for the conveyance of United States mails during the year, by French contract packets, from New York to Havre. These amounts combined make, as the total cost of the maritime service for the fiscal year, \$332,221.21, \$275,962.74 of which were for the transatlantic, \$19,125.78 for the transpacific, and \$37,132.69 for the West Indian, Mexican, Canadian, Newfoundland, and Central and South American services. The expenditures of the year on this account exceeded those of the previous year \$15,699.08, or nearly 5 per cent. Particulars of these services are appended in statement marked A.

The transit and postage accounts relative to the exchanges of the year have been only partially adjusted and settled with other administrations. In the settlements thus far made of such accounts, \$30,379 have been allowed to other administrations, and this Department has

received credit for the sum of \$105,623.51, of which \$102,867.42 represents the credit by the British office for the territorial transit of British and Australian closed mails during the fiscal year 1883-'84.

The expenditures (chargeable to the foreign mail service) on account of the United States postal agencies at Shanghai, China, and Panama, United States of Colombia, for office rent, clerk hire, portorage of mails, and other miscellaneous items, amounted during the year to \$1,773.15 for the Shanghai agency, and \$840 for the Panama agency—in all, \$2,613.15. From this amount it is proper, however, to deduct the sum of \$330, collected as box rents by the Shanghai agent, and debited against him in his accounts with the Department, leaving the net cost of the two agencies for the year \$2,283.15.

The amounts estimated as necessary for appropriation for foreign mail service for the fiscal year 1885-'86 are as follows :

For ocean transportation of mails	\$425, 000
For balance due foreign countries, including the United States' portion of the expenses of the International Bureau of the Postal Union, and the subscription of the Department for copies of the monthly journal of the Union, "l'Union Postale"	75, 000
Total	\$500, 000

The above estimate for ocean transportation is based, like those for the transportation of previous years, upon the allowance of the sea postages only. If, in pursuance of section 4009, Revised Statutes, the full sea and inland postages be allowed and paid for the conveyance of the mails by all United States vessels, additional provision by Congress will be required.

FOREIGN MAIL STATISTICS.

Estimate of the amount of mail matter exchanged during the fiscal year ended June 30, 1884, based upon the count of such matter exchanged during seven days in October, 1883, and seven days in April, 1884, as made at United States exchanging post-offices in pursuance of the Postmaster-General's order of September 10, 1879.

	Sent.	Received.	Total.	Excess of sent over received.	Excess of re- ceived over sent.	Percentage of sent.	Percentage of received.
Number of prepaid letters.	32, 528, 240	26, 990, 099	59, 518, 339	5, 538, 141	.....	54. 66	45. 34
Number of unpaid and in- sufficiently paid letters..	645, 986	1, 321, 214	1, 967, 200	.....	675, 228	32. 84	67. 16
Number of free-of-postage letters	153, 788	92, 722	246, 510	61, 066	.....	62. 39	37. 61
Total number of letters ...	33, 328, 014	28, 404, 035	61, 732, 049	4, 923, 979	.....	53. 99	46. 01
Total number of single rates	36, 755, 932	31, 503, 330	68, 259, 262	5, 252, 602	.....	53. 84	46. 16
Number of postal cards...	1, 672, 458	1, 288, 673	2, 961, 131	383, 785	.....	56. 48	43. 52
Number of packets of news- papers, other printed matter, and business papers	20, 712, 464	21, 747, 784	42, 460, 248	1, 035, 320	.....	48. 78	51. 22
Number of packets of samples of merchandise.	297, 048	519, 561	816, 609	.....	222, 513	36. 38	63. 62
Number of registered arti- cles	574, 576	666, 971	1, 241, 547	.....	92, 395	46. 28	53. 72
Number of demands for return receipts	11, 916	19, 375	31, 291	.....	7, 459	38. 08	61. 92
Prepaid postages on let- ters	\$1, 511, 947 80	.....	.....	.....	.....	.....	.....
Prepaid postages on printed matter	\$468, 298 46	.....	.....	.....	.....	.....	.....
Registration fees paid on packets sent	\$57, 457 60	.....	.....	.....	.....	.....	.....
Unpaid postages on letters, printed matter, &c	\$25, 843 97	\$134, 481 17	\$160, 325 14	.....	\$108, 637 20	16. 12	83. 88

From the foregoing statement it appears :

1. That of the correspondence exchanged 53.99 per cent. of the letters, 56.48 per cent. of the post cards, 48.78 per cent. of the newspapers, other prints and business papers, and 36.38 per cent. of the samples of merchandise were dispatched from the United States.

2. That 97.6 per cent. of the letters sent to foreign countries were fully prepaid, that 1.9 per cent. were unpaid or insufficiently prepaid, and that .45 per cent. were free of postage.

3. That 95 per cent. of the letters received in the United States from foreign countries were fully prepaid, that 4.65 per cent. were unpaid or insufficiently prepaid, and that .35 per cent. were free of postage.

4. That of the total number of postal articles sent, 59.51 per cent. were letters; 2.98 per cent. were postal cards; 36.98 per cent. were newspapers, other prints and business papers, and .53 per cent. were samples of merchandise.

5. That of the total number of postal articles received 54.66 per cent. were letters, 2.48 per cent. were postal cards, 41.85 per cent. were newspapers, other prints and business papers, and 1 per cent. were samples of merchandise.

6. That the estimated amount of postages collected in the United States on unpaid and partially prepaid mail matter received from other countries was nearly 84 per cent. of the total unpaid postages, and exceeded the estimated amount of unpaid postages on the mail matter sent to other countries in the sum of \$108,637.20.

7. That the estimated total postages and registration fees collected in the United States on the mails exchanged with foreign countries, less the postages collected on post cards sent, which the statistical data obtained does not show, amounted to \$2,198,029.

EXTENSION OF THE POSTAL UNION.

1. The regimen of the Universal Postal Union has been extended during the year to Assab, Abyssinia, on the bay of that name on the Red Sea, by the establishment there of an Italian post-office, and to Obock, on the east coast of Africa, by the establishment at that place of a French colonial post-office.

2. The territory embraced in Patagonia, Terra del Fuego, and the adjacent islands, including Isla de Estados, which was partitioned between the Argentine Republic and Chili in 1881 by treaty, has, in consequence of this division, become Postal Union territory.

The application for entrance into the Postal Union of Cape Colony, South Africa, noticed in the report of my predecessor for 1883, together with the application, subsequently made by the Government of Great Britain, for the admission of the colonies of Victoria, New South Wales, South Australia, and Tasmania, on special conditions similar to those proposed for Cape Colony, have been referred for decision to the Postal Congress to be held in Lisbon in February next.

MODIFICATIONS OF POSTAL ARRANGEMENTS.

Paragraph 7 of Article XXX of the Regulations of Detail and Order for the execution of the Paris Convention has been modified, to take effect July 4, 1884, to read as follows :

7. In the questions to be decided by unanimous assent, or by the majority of the Union administrations, those administrations which, have not sent in their replies within the maximum delay of six months' counting from the date of circular of the International Bureau in which

the questions have been submitted, are considered as expressing no opinion.

■ Paragraph 10 of Article XXXII, of the same Regulations, has also been modified, to take effect August 1, 1884, as follows:

10. The post-offices which the Japanese administration has established at Shanghai, China, at Fusampo, at Genzanshin, and at Jinsen, Corea.

By vote of the administrations of the Union it has been determined that, from October 1, 1884, Article XVII of the Paris Regulations, which defines "printed matter" for Postal Union exchanges, shall be construed as assimilating with the articles of printed matter enumerated in said article raised drawing models on pasteboard.

With respect to this decision, the postal administrations of Russia and Sweden have given notice that the drawing models in question are excluded from their postal exchanges with other countries because of the liability of such articles to customs duties.

Under the act of Congress approved June 9, last, reducing to 1 cent per 4 ounces or fraction thereof the United States postage on second-class matter sent by others than publishers or news agents, the postage charge on such matter mailed in the United States and addressed to the Dominion of Canada was similarly reduced, the postal arrangement with Canada providing for the application of the domestic postage rates of each country to the prepaid international mail matter exchanged between them, samples of merchandise excepted.

A special agreement was concluded January 2, last, with the postal administration of the Argentine Republic, which went into operation February 1, 1884, by which the limits of weight and the dimensions of packets of samples of merchandise exchanged in the mails between the two countries were increased to 350 grams (12 ounces) in weight, 30 centimeters (12 inches) in length, 20 centimeters (8 inches) in breadth, and 10 centimeters (4 inches) in depth.

Similar agreements are now in force between the United States and Great Britain, France, Belgium, and Switzerland.

The special postal convention with Mexico, the terms of which have been arranged, and which is intended to be put into operation on January 1 next, if ratified by the Mexican Government and approved by the President of the United States, was designed to secure to postal exchanges between the two countries the fullest possible advantages of existing and prospective international railway communication, by making the domestic postal systems of the respective republics the basis of the exchange, instead of the somewhat cumbersome methods of the Postal Union regulations, the application of which, in the international relations of contiguous countries, occasions delay of the mails at frontier exchanging post-offices for special treatment.

The principal provisions of this convention are as follows:

1. The application of the domestic postage rates and conditions of the United States to all mail matter sent therefrom addressed to Mexico, excepting samples of merchandise, ores, &c., which, while subject to United States domestic rates, will be limited in weight and size of packets to 12 ounces weight, and 12 by 8 by 4 inches in dimensions, in order to restrict exchanges of packets of such articles to those not having salable value and consequent liability to customs duties and detentions, on that account, in the country of destination.

2. The application to mail matter sent from Mexico, addressed to the United States, of the Mexican domestic conditions (except for packets of samples of merchandise, which are to be limited in weight and size as above stated), and the following rates of postage, which are consider-

ably lower than the rates applicable to the same matter in the Mexican interior postal service :

Letters, per 15 grams, 6 cents. Post cards, each, 3 cents. Second-class matter, 4 cents per 480 grams=17 ounces, nearly. Third and fourth-class matter, including samples of merchandise, &c., 2 cents per 50 grams=2 ounces, nearly.

3. Registration of all mail-matter at a fee of 10 cents per packet in both countries.

Second, third, and fourth class matter embrace generally, in Mexico, the articles so classed in the United States, but in Mexico commercial or business papers, which are first class in the United States, are third class.

4. The postage rates to be levied under this convention are never to exceed the domestic postage rates of either country.

5. All unpaid postages on first-class matter are to be collected and retained by the country of destination.

6. No charge is to be made by the country of destination on official correspondence exempt from postage in the country of origin.

7. Request letters are to be returned directly to senders at the expiration of the time indicated for their retention, and card letters after thirty days from the date of receipt.

8. Each country is to furnish the gratuitous use of its territory and postal services for the conveyance of the domestic mails of the other passing in closed pouches from one point to another of the country of origin.

EXPEDITION OF MAILS.

The system, now in vogue, of dispatching transatlantic mails from New York by those of the steamers tendered for mail conveyance which promise the earliest delivery of the correspondence, regardless of the dates of sailings, has given great satisfaction in this country, and provoked much favorable comment in England. There can be little doubt that the example thus set by this Department will be followed at a not distant date by the British post-office with regard to the mails forwarded from and via England to this country.

An extension of this principle may advantageously be applied with respect to the mails for France, the Netherlands, and Belgium, now forwarded by direct steamers from New York; to those from Boston for Great Britain, France, and Belgium, sent by Cunard steamers to and via England; to those for Great Britain and Belgium, forwarded direct from Philadelphia; and to those for Germany direct, dispatched from Baltimore. The steamers by which these mails are conveyed are much inferior in speed to those now available for mail conveyance from New York, and loss of expedition attends their use. The expense for territorial transit of some of these mails which would be involved by the change suggested would be comparatively small and of little importance in view of the advantage to be gained in expedition and the credit of the postal service.

Postal exchanges with Mexico have been much improved and expedited during the year by the use of Mexican postal services put into operation on the lines of railway in that country which connect with United States railway service at the frontier. The extension, in April last, to Mexico City of the Mexican Central Railroad has especially served to facilitate postal intercourse, furnishing, as it does, daily mail

connection between this country and the more populous portions of our sister republic.

A better acquaintance with Mexican interior post routes and distributing postal centers connecting with and located upon the main lines of Mexican railways is needed in our service in order to a more advantageous distribution of mails. Correct information on this point, the improvement of the Mexican railway postal service which experience will naturally bring about, and the putting into operation of the recently executed special postal convention between the two countries, now awaiting ratification by the Mexican Government and approval by the President of the United States, will produce most satisfactory results in the international postal and commercial relations of the two countries.

A steamship line between New Orleans and Colon (Aspinwall), via ports on the east coasts of Costa Rica and Nicaragua, recently started, has furnished an opportunity for dispatching mails once, and sometimes twice, a month direct to Greytown, Bluefields, Port Limon, and the United States of Colombia from New Orleans. The permanent establishment of this line, with an itinerary for regular dispatches not less frequently than semi-monthly, is anticipated, in which case it offers for mail matter originating in the south and southwest decided advantages in point of expedition over the service from New York to the ports named.

LEGISLATION NEEDED.

The repeal by the act of last session (chapter 121), to take effect April 1 next, of sections 3976 and 4203, Revised Statutes, cannot be otherwise than disadvantageous to public interests and embarrassing to the Department.

These laws, while providing that the clearance of vessels from United States ports shall depend upon their acceptance, conveyance, and proper delivery of mails offered by the Government and the officials named therein, have, so far as is known, furnished no other cause of complaint by owners or agents than the insufficiency of the compensation allowed by law for the carriage of the mails, and only in very rare cases has this objection been urged. It has not been claimed that vessels were detained awaiting mails at ports of embarkation, or that the conveyance and delivery of the mails has been attended with especial difficulty or inconvenience disadvantageous to the interests of the owners or agents of the vessels. The insufficiency of compensation is remedial by Congress.

Intimation has already been given of a purpose to take advantage of the repeal of these statutes by the refusal of at least one line to convey certain mails except upon terms prescribed by it.

Without the authority to contract for maritime mail services, or having such authority and being unable to secure contracts in the case of services of inconsiderable importance, or for any other cause, the Department must experience much difficulty, and public and commercial interests involved must suffer loss and inconvenience unless legislative relief be afforded.

In this connection, and as pertinent to the subject, reference is made to that portion of the Postmaster-General's Report for 1883 relative to the compensation of the sea and inland postages for the sea conveyance of United States mails by American vessels.

I recommend that Congress be asked to make the necessary provision to enable the Department to apply the law on that subject, contained in section 4009, Revised Statutes, to mail transportation performed by United States ships from the 1st of July last, inclusive.

The existing statutes fixing rates of postage on mail matter brought from abroad by vessels regularly employed in the conveyance of mails and by those not so employed, including the statute which authorizes the collection of double postage on "ship letters," need revision and modification in order to a more simple and uniform practice in the levy of postages and settlement for the sea conveyance of the mail matter, as well as to remedy the apparent injustice of collecting postage from the addressees of ship letters at double rates *according to the weight of the letters*, while paying for the sea conveyance at *so much per letter without reference to the weight*.

It would simplify the practice and give general satisfaction, I think, to so change the existing law as to apply the unpaid rates of the Postal Union to all mail matter received from countries not in postal relations with this, and also to mail matter received outside of the regular mails originating in countries which are in postal relations with the United States, allowing for the value of all uncanceled United States postal stamps applied to it, and providing for payment of the sea and inland postages as compensation for the conveyance by American vessels of the matter named in said statutes, and the sea postages only to other vessels for their conveyance of such matter.

I renew the recommendations which my predecessor made in his report of last year, and in previous reports, for a modification of section 17 of the act of March 3, 1879, to enable addressees to receive through the mail, in the same manner as books, other dutiable articles reaching the United States in mails from abroad, and for the participation of the United States with the other countries of the Postal Union in the exchange of post cards with paid reply.

SAN FRANCISCO AND AUSTRALIA MAIL SERVICE.

Attention is again invited to the mail steamship service between San Francisco and the Australian colonies. In presenting this subject in his report for 1883 the Postmaster-General alluded to a reported renewal of the contract under which this service has been performed for the Governments of New South Wales and New Zealand by the Pacific Mail Steamship Company, and a threatened discontinuance of the service should the United States fail to contribute to its maintenance. The renewed contract is for a term of two years from November 29, 1883. The subsidy payable under it to the contractors is £50,000 per annum, of which New Zealand contributes £31,250, and New South Wales £18,750. The contract contains the following clause:

The contractors will endeavor to obtain from the Government of the United States, or from other sources, a contribution on account of the amounts payable under this contract for carrying the said mails from Sydney to San Francisco, and from San Francisco to Sydney, and from Auckland to San Francisco, and from San Francisco to Auckland, equal to one-third of the total amount of the moneys payable hereunder for such services. And it is hereby expressly agreed that if any such contribution shall be obtained as aforesaid, the same shall be applied and go in reduction of the payments agreed to be made under this contract, and that, as between the Postmaster-General of New South Wales and the Postmaster-General of New Zealand, such reduction shall be divided equally between them in respect of the payments agreed

to be made under this contract. And it is hereby also expressly declared and agreed between the several parties hereto that if the contractors shall not succeed in obtaining such contribution, as aforesaid, it shall be lawful for the Postmaster-General of the colony of New South Wales to withdraw from this agreement at the end of twelve calendar months from the said twenty-ninth day of November, one thousand eight hundred and eighty-three, on giving three months' previous notice to the contractors of his desire so to do.

It is, however, stipulated that in the event of the withdrawal from the contract of New South Wales the contractors may be required to continue the service with New Zealand alone for the remainder of the contract term for £31,250 per annum.

I am, very respectfully, your obedient servant,

JAS. S. CRAWFORD,
Superintendent of Foreign Mails.

Hon. FRANK HATTON,
Postmaster-General.

A.

Statement showing the amounts recognized in payment of ocean mail transportation performed during the fiscal year ended June 30, 1884.

TRANSATLANTIC.

By Cunard line, 51 trips from New York.....	\$32,987 19	
By Cunard line, 39 trips from Boston	752 89	
		\$33,740 08
By Hamburg line, 43 trips from New York		24,075 09
By Liverpool and Great Western line, 48 trips from New York.		51,026 45
By North German Lloyd line, 93 trips from New York	\$86,645 14	
By North German Lloyd line, 39 trips from Baltimore	52 69	
		86,697 83
By White Star line, 52 trips from New York		34,330 22
By Inman line, 47 trips from New York		29,754 37
By Anchor line, 54 trips from New York		7,707 52
By National line, 2 trips from New York		609 02
By American line, 31 trips from Philadelphia		2,833 20
By Canadian line, 50 trips		175 66
		\$270,949 44

TRANSPACIFIC.

To Japan and Hong-Kong, China, and the East Indies, via Hong-Kong:

By Pacific Mail line	\$2,170 65	
By Occidental and Oriental line	1,695 23	
By vessel of other line	25	
		\$3,866 13

To Shanghai, China:

By Pacific Mail line	583 70	
By Occidental and Oriental line	481 18	
		1,064 88

To Australia, New Zealand, Hawaii, Fiji Islands, &c.:

By Pacific Mail line	12,095 40	
By vessels of other lines	2,099 37	
		14,194 77

19,125 78

MISCELLANEOUS.

To and from the Isthmus of Panama, Central America, and the South Pacific:		
Outward mails	\$8,636 53	
Inward mails	68 78	
		\$8,705 31
To Mexico		7,271 37
To Cuba, Porto Rico, and other West India islands		12,122 40
To Brazil, Argentine Republic, Paraguay, and Uruguay		6,260 04
To Venezuela		759 70
To Canada		1,975 82
To Newfoundland		38 05
		<u>37,132 69</u>
Total		\$327,207 91

JAS. S. CRAWFORD,
Superintendent of Foreign Mails.

SPECIAL POSTAL AGREEMENT BETWEEN THE UNITED STATES AND THE ARGENTINE REPUBLIC.

Agreement between the United States and the Argentine Republic for increasing the limits of weight and the dimensions of packets of patterns of merchandise exchanged through the post between the two countries.

The Post-Office Department of the United States and the Postal Administration of the Argentine Republic, desiring to facilitate the postal relations between the two countries, and in exercise of the power given to them under Article 15 of the Convention of the Universal Postal Union, concluded in Paris on the 1st of June, 1878, the undersigned, duly authorized by their respective Governments, have agreed as follows:

The limits of weight and the dimensions of packets of patterns of merchandise exchanged through the post between the United States on the one part, and the Argentine Republic on the other part, may be increased by the Postal Administration of the country of origin beyond those which have been fixed by Article 5 of the International Convention of 1st June, 1878, under the express reservation that such limits shall not exceed the following:

In weight 350 grams.
In dimensions . { 30 centimeters, length.
 { 20 centimeters, breadth.
 { 10 centimeters, depth.

L'Office Général des Postes des Etats Unis et l'Administration des Postes de la République Argentine, désirant faciliter les relations postales entre les deux pays, et usant de la faculté qui leur est laissée par l'Article 15 de la Convention de l'Union Postale Universelle, conclue à Paris le 1^{er} Juin, 1878, les soussignés dûment autorisés à cet effet par leur Gouvernements respectifs sont convenus de ce qui suit:

Les limites de poids et de dimensions des paquets d'échantillons de marchandises échangées par la voie de la poste entre les Etats Unis d'une part et la République Argentine d'autre part, peuvent être portées par l'Administration des Postes du pays d'origine au delà de celles qui ont été fixées par l'Article 5 de la Convention Internationale du 1^{er} Juin 1878 sous la réserve expresse que ces limites ne dépasseront pas, savoir:

Pour le poids 350 grammes.
Pour les di- { 30 centimètres en longueur.
 { 20 centimètres en largeur.
 { 10 centimètres en épaisseur.

The present Agreement shall take effect on the 1st day of February, 1884, and shall be terminable at any time on a notice by either office of one year.

In witness whereof the undersigned have executed the present Agreement.

Done, in duplicate, at Washington, the 2d day of January, 1884.

[SEAL.]

[SEAL.]

Le présent Arrangement sera exécutoire à partir du 1^{er} Février 1884, et se terminera moyennant un avertissement donné une année à l'avance par l'un ou l'autre office.

En foi de quoi les soussignés ont exécuté le présent Arrangement.

Fait en double expédition à Washington le 2^{me} Janvier 1884.

WALTER Q. GRESHAM,
Postmaster-General of the United States.
LUIS L. DOMINGUEZ,
Ministro de la República Argentina.

I hereby approve the foregoing Agreement, and in testimony thereof I have caused the seal of the United States to be affixed hereto.

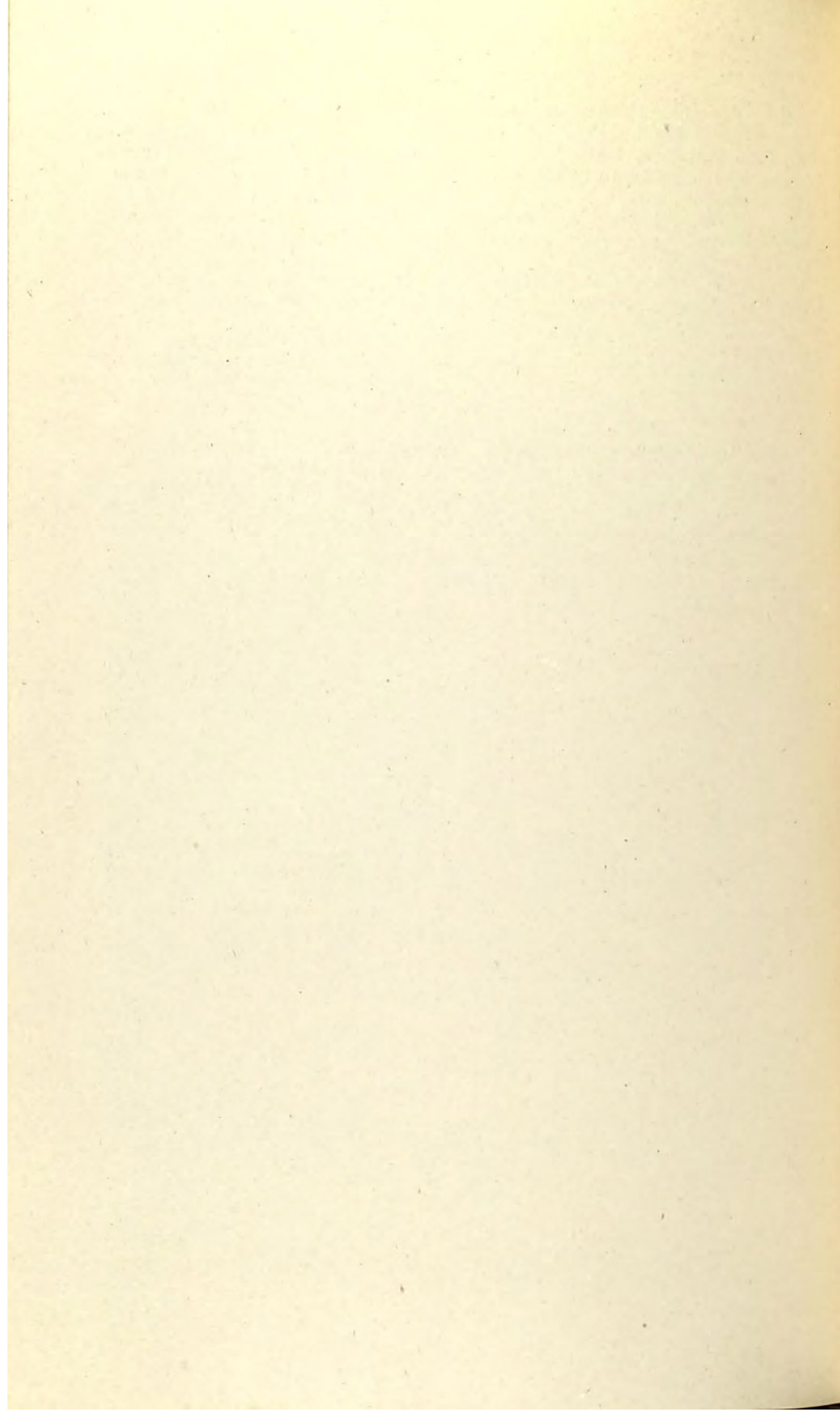
[SEAL.]

CHESTER A. ARTHUR.

By the President:

JOHN DAVIS,
Acting Secretary of State.

WASHINGTON, January 3, 1884.



REPORT
OF THE
TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT
FOR
1884.

REPORT

OF THE

TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT.

POST-OFFICE DEPARTMENT, TOPOGRAPHER'S OFFICE,
Washington, D. C., October 27, 1884.

SIR: During the past year the regular work of keeping up the exhibit of the mail service of the country on the maps and diagrams used by the officers and clerks in the several Bureaus, as well as furnishing the special aid of this office to the different branches of the Department, has been accomplished to the full capacity of the force employed.

For the daily use of the officers and corresponding clerks of the contract office and appointment office, the Postmaster-General, the general superintendent of the railway-mail service, and the topographer's office, 11 sets of diagrams, comprising 275 maps, are kept up, showing the actual state of the service at the beginning of each month throughout the entire country. There are also brought up, at longer intervals than a month, 8 sets of diagrams (200 maps) for reference in the under-named offices: Finance, money-order, post-office inspector, dead-letter, assistant attorney-general for Post-Office Department, and Sixth Auditor of the Treasury Department (located in the Post-Office Department building).

In procuring data for the original construction of and for additions to the post-route maps, 170 letters of inquiry have been addressed to engineers and other officers of railroads, in most cases with inclosure of a special tracing of the immediate surrounding country, made in this office, to facilitate their returning the exact lines of their roads, for transference to our maps. With the same view, 617 circular queries have been sent to postmasters to get the locations of their post-offices, in cases where the description in the data furnished through the appointment office is inadequate, or where definition of site and adjacent topography better than that on file is required.

The miscellaneous correspondence of the topographer, exclusive of the above-mentioned circulars, consisted of 3,090 letters. The number of letters received, exclusive of these returned circular queries, was 3,028.

The distribution of the post-route maps during the past year amounted to 12,878 sheets. Of these the greater part was issued to agents of the Department, including postmasters, officers and clerks of the railway-mail service, and inspectors; the remainder being furnished, at request, to Bureaus of other Governmental Departments, members of both houses of Congress, State authorities, educational and scientific institutions, libraries, &c. A large proportion (40 per cent.) of the maps distributed was backed with muslin and mounted on rollers or bound for portable use.

Maps have been furnished, in compliance with request, to the following Bureaus, namely:

Treasury Department: Bureau of Statistics; Director of the Mint; United States Coast and Geodetic Survey.

War Department: Office of the Secretary; Chief of Engineers, U. S. A.; Paymaster-General, U. S. A.; Quartermaster-General, U. S. A.; Chief Signal Officer, U. S. A.

Department of the Interior: General Land Office; Pension Office; Indian Affairs; Bureau of Education; United States Geological Survey. Department of Justice.

Department of Agriculture.

National Board of Health.

There is appended hereto a detailed statement of the distribution of the post-route maps during the past year, with a side comparison with the distribution for the two preceding years.

The calls for certificates of distances required in the settlement of mileage accounts by officers of the public service, and in the adjustment of telegraph rates and pay for Governmental messages (attention to these calls being one of the duties of the topographer of this Department), have been, as usual, promptly answered. For this, 500 letters, including telegrams, have been answered, covering 794 queries.

The want of a new and revised edition of the "Tables of Distances," originally computed in this office, by direction of the Postmaster-General, in 1873, continues to be felt. These tables, though correct at that time, have long been obsolete, numerous new railroads and other changes in the intermediate routes having altered the total distances therein given. Applications are received almost daily from accounting officers of the Government and from others for statements or certificates of distances. Although many of these applications refer to dates twenty or more years ago, which always will require special research, yet a table of present distances would cover the greater part of the requests now referred to this office.

During the past year the production of successive editions of the post-route maps, by means of prints from lithographic stones, has continued to be satisfactory. These editions are furnished under contract, bi-monthly, the stones, before the printing of each edition, being brought up according to the corrected sheets prepared by the draughtsmen of this office.

New maps of the State of Florida and of the Territories of New Mexico and Arizona have been completed during the past year. To replace existing preliminary maps, drawings are in preparation for the map of Kansas and Nebraska, and for that of California and Nevada, and others will be taken up as required.

Arrangements have been made for providing at an early day, for the use of the general superintendent of the railway-mail service and his assistants, copies of a map showing the railway system of the United States and its connections with Canada and Mexico, on a scale sufficient for this purpose. Such a map, as giving a general view of the communications by land and water over this continent, will, it is expected, prove of much use in various Bureaus both of the Post-Office Department and of other Departments.

I respectfully submit that there be retained in the appropriation bill the proviso for the sales of maps, at cost, to the public, the proceeds to be used as a further appropriation. This will allow these sales being made without lessening the amount available for the work proper of the

office, and will thereby carry out the intention of the Committee of Congress in originally inserting the proviso in the bill.

I take pleasure in testifying to the general faithful and steady work of the employees of this office.

Very respectfully, your obedient servant,

W. L. NICHOLSON,
Topographer, Post-Office Department.

Hon. FRANK HATTON,
Postmaster-General.

Detailed statement of the distribution of post-route maps during the year ending September 30, 1884, with comparison with the distribution during the two preceding years.

To whom furnished.	Number of sheets during year ending—		
	September 30, 1884.	September 30, 1883.	September 30, 1882.
Officers and clerks of the Post-Office Department in Washington.	1, 181	1, 593	912
Postmasters	3, 818	1, 234	1, 043
The railway-mail service (besides special tracings and diagrams) ..	1, 807	1, 431	1, 571
Post-office inspectors	453	352	260
Officers of other Governmental Departments	2, 324	923	962
Miscellaneous, including members of the Senate and House of Representatives, Committees of Congress, State authorities and State libraries, foreign Governments, educational and scientific institutions, libraries and geographical publishers	3, 295	3, 490	3, 502
Total	12, 878	9, 023	8, 250

CONDENSED STATEMENT OF THE OPERATIONS OF THE TOPOGRAPHER'S OFFICE, POST-OFFICE DEPARTMENT, DURING THE YEAR ENDING SEPTEMBER 30, 1884.

Diagrams.

Number of diagrams kept up in detail (monthly) for reference in the following-named offices:

Contract office	125
Appointment office	75
Postmaster-General, general superintendent of railway-mail service, and topographer	75

Number of diagrams kept up at longer intervals than a month, for reference in the following-named offices:

First Assistant Postmaster-General, finance, money-order system, post-office inspector, dead-letter division, foreign mails, assistant attorney-general for the Post-Office Department, and Sixth Auditor	200
---	-----

Total of maps required to be kept up 475

Post-route maps.

Sheets of post-route maps distributed 12, 878

Of these 40 per cent. were backed and mounted on rollers, or bound in folio or octavo.

Letters sent.

Letters sent to railroad officers (in most cases with prepared tracing inclosed for return of information as to new lines and extensions)	170
Circular queries for locations, sent to postmasters	617
Certificates of post-route distances (letters, 377; telegrams, 123)	500
Miscellaneous letters	3, 090
	4, 377

Letters received.

Answers from postmasters to location-queries	617
Requests for certificates of post-route distances	500
Miscellaneous letters (including returns from railroad officers)	3, 028
	4, 145

Establishments and changes in post-offices.

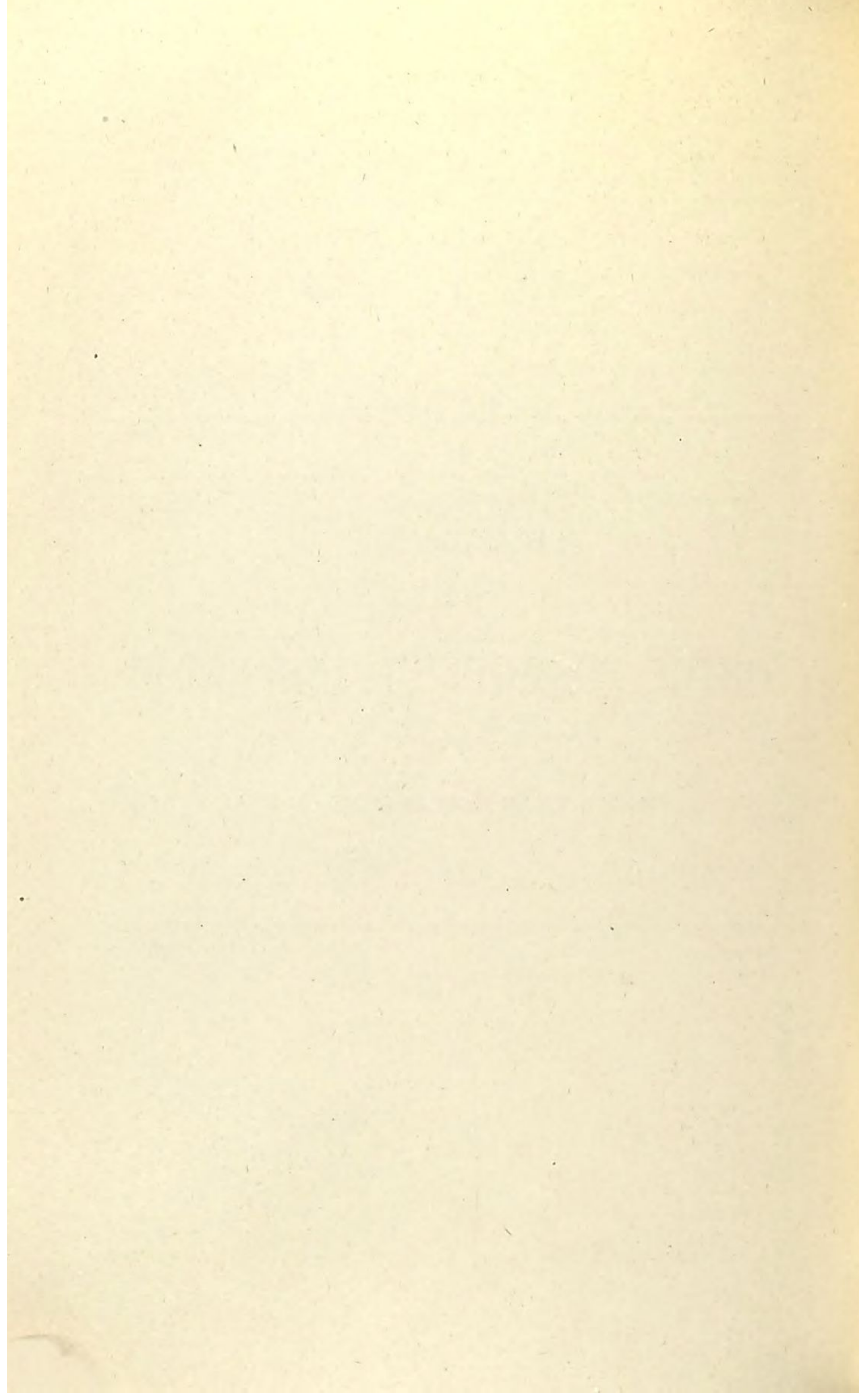
Reported by appointment office weekly, and entered in duplicate, by States, &c., for use of draughtsmen (averaging 106 cases weekly)	5, 525
--	--------

Reports of changes in service received.

Monthly reports from corresponding clerks of contract office, taken directly from books of record	168
Special reports from railway-adjustment division concerning additional and changed railway service	288
Daily reports (printed bulletins)	304
	760

All the items reported have been promptly transferred to the working maps and sample sheets and to the correction sheets for the printer.

REPORT
OF THE
CHIEF POST-OFFICE INSPECTOR
FOR THE
FISCAL YEAR ENDED JUNE 30, 1884.



REPORT
OF THE
CHIEF POST-OFFICE INSPECTOR.

POST-OFFICE DEPARTMENT,
OFFICE OF CHIEF POST-OFFICE INSPECTOR,
Washington, D. C., October 28, 1884.

SIR: I have the honor to transmit herewith some figures showing the work of post-office inspectors and of the office of mail depredations during the fiscal year last past.

It would be difficult, and perhaps hardly becoming, in a statement of this nature, to define specifically or to dwell at length upon the duties of inspectors. They are, in general, to look after the welfare of the service, to protect its rights and remedy its errors, and in so doing to keep in view the good of the public and lend their aid in perfecting the postal system.

I think I may be pardoned if I feel a just pride in speaking of the faithful manner in which the force has worked, and of the efficiency with which their duties have been performed.

In the course of the year, attention having been called to violations of the postal laws and regulations, arrests of parties so offending have followed, and this leads me to speak of

ARRESTS AND CONVICTIONS.

The arrests caused by post-office inspectors and others during the year numbered 756 of which 698 were for offenses which were tried in United States courts, and 58 in State courts. Of the former class of offenders there were 36 postmasters, 24 assistant postmasters, 31 clerks in post-offices, 8 railway postal clerks, 25 letter carriers, 25 mail carriers, 53 burglars, and 496 included all others for various offenses; 439 convictions were had, and 88 acquittals, while 151 are awaiting trial. Proceedings were dismissed in 14 cases, and 3 forfeitures of bail were taken. Three prisoners escaped.

In the State courts 58 proceedings were had, of which 34 were for burglaries and 24 for all other offenses. Of these, 33 convictions were had and 3 proceedings were dismissed, 10 offenders were left to be pros-

ecuted by their employers, and 12 are awaiting trial. This will appear more clearly from the following table:

SUBJECT TO JURISDICTION OF UNITED STATES COURTS.

Classification of offenders.		Disposition of cases.	
Postmasters	36	Convicted	439
Assistant postmasters	24	Acquitted	88
Clerks in post-offices	31	Escaped	3
Postal clerks and route agents	8	Forfeited bail	3
Letter carriers	25	Proceedings dismissed	14
Mail carriers	25	Awaiting trial	151
Other employés	4		
Burglars	53		
All others, for various offenses	492		
Total	698	Total	698

SUBJECT TO JURISDICTION OF STATE COURTS.

Burglars	34	Convicted	33
All other offenders	24	Turned over to employers	10
		Proceedings dismissed	3
		Awaiting trial	12
Total	58	Total	58

CASES REFERRED TO INSPECTORS AND ACTED UPON BY THEM.

Five hundred and four thousand and ten cases were referred to inspectors during the year. These are divided into depredation cases, miscellaneous cases, and foreign cases. The depredation cases include registered and ordinary cases, which subdivision applies as well to the foreign.

1. *Registered cases, Class A, 4,238.*—These refer to complaints of depredations upon domestic registered matter only. Foreign complaints will, for convenience, be treated separately further on. Of these complaints 943 letters with valuable contents were reported lost; 1,278 value not stated; 342 registered packets were reported lost; 297 became separated from the registered-package envelope; 1,147 cases of rifling letters and packages of their contents were reported; 45 complaints were of tampering, 84 of wrong delivery, and 50 of detention. Investigation of 2,501 of these complaints resulted as follows: 305 of the letters of value of which the contents were stated were found to have been delivered or satisfactorily accounted for, and 622 where the value was not given; in 220 cases the complaints of the loss of packages were found to have been incorrectly made; 190 of the packages lost from the registered-package envelopes were found to have reached their addresses in safety. Of the complaints of rifling 255 were shown upon investigation to have been falsely made. This class of complaint seems to be a growing one. Parties, either purposely or otherwise, omit to make an inclosure, and when the letter is received without it, although in perfect condition, they stoutly persist in claiming that the inclosure was made. On the other hand, parties addressed frequently attempt, from motives of their own, to deny the receipt of inclosures. This state of facts makes this class of complaints exceedingly difficult to investigate.

Of the complaints of tampering, investigation of 22 satisfactorily explained them. Of the complaints of wrong delivery, 48 were satis-

factorily accounted for and 29 detentions were fully explained. Investigation of 468 cases showed actual loss to have occurred. In this connection I will refer for a moment to the foreign registered cases. By foreign is meant the mails going to or coming from foreign countries. This office received 4,127 inquiries relating to foreign registered letters, including complaints of losses, rifling, tampering, wrong delivery, &c. These complaints originated both in this country and with foreign postal administrations.

Adding this sum to the domestic complaints received, 4,238, we have 8,365 complaints concerning the registered mail during the year. Of these, 6,433 were investigated and 1,932 are still undergoing investigation. Of the complaints investigated actual loss was found to have occurred in 516 cases. Now, assuming the proportion of loss to be as great in the complaints still undergoing investigation as in those investigated, we may state the total loss occurring during the fiscal year in the registered mail as approximately 672 pieces. Comparing this with the total number of pieces registered, 11,246,545, the proportion of loss will be seen to be very small. I would add that the losses were from all causes, as burning and robberies of post-offices, railway accidents and other unavoidable casualties, and ordinary thefts.

The amount of money recovered and returned to the owners in 772 registered cases was \$17,932.33.

Ordinary cases, Class B, 33,668.—For convenience, foreign complaints and inquiries concerning ordinary mail matter will be spoken of subsequently. This class of cases relates to ordinary mail matter and casualties of all kinds happening to the mails. Twenty thousand three hundred and seventy-seven ordinary letters were reported as lost, of which 14,641 were said to have contained inclosures, and 5,736 in which no mention was made of contents. Twelve thousand and seventy-eight ordinary packets (fourth-class matter) were reported as lost. Upon investigation, 1,809 letters and 1,101 packets were found to have eventually reached destination or were otherwise satisfactorily accounted for; 467 post-offices were reported to have been robbed and 278 to have been destroyed by fire; 23 highway robberies of the mail were reported and 24 postal cars were burned; 55 pouches were lost by mail carriers on star routes; 98 were stolen from stages, platforms, cranes, &c.; 7 were lost in floods and 26 were reported as cut and their contents rifled; 98 complaints were received of specific depredations on the ordinary mail by postmasters.

On account of losses in the ordinary mail the amount of money recovered and returned to the owners in 24 cases was \$266.48.

Miscellaneous cases, Class C, 4,870.—This class of cases includes all matter which does not relate to depredations upon the mails, and is very largely confidential in its nature. It is such as is referred by the other branches of the Department for information. Bonds of postmasters, location and practicability of star routes, inspection of postmasters' accounts, examining complaints of all sorts of violations of the postal laws by persons in the service, and others not purely depredations, are comprehended in this class.

The amount of money collected from delinquent postmasters and others and on account of fines and penalties amounted during the year to \$26,927.11.

Foreign cases, Class F, 7,634.—The whole number of cases reported upon allegations of loss and non-receipt between the United States and foreign countries during the fiscal year was 7,634, divided as follows: 3,507 ordinary articles of mail matter and 4,127 registered ar-

ticles. Of these reports more than 1,300 originated with England and British Possessions, nearly 1,400 with Germany, and about 1,450 with all other foreign countries, while the remainder, about 3,500, were of domestic origin. The number of foreign cases closed for the year is 8,281, of which 4,454 relate to registered articles and 3,827 to ordinary unregistered articles. Of the registered articles 99 remained unaccounted for, while of the ordinary cases 2,118 were closed without the losses being located. The approximate number of communications received from foreign countries for the year requiring translations were 6,000. The number of cases now awaiting replies from foreign countries is 900.

RECAPITULATION OF CASES INVESTIGATED AND REPORTED UPON DURING THE FISCAL
YEAR ENDING JUNE 30, 1884.

Registered cases, including those referred in previous years	4,590
Ordinary cases, including those referred in previous years.....	28,930
Miscellaneous cases, including those referred in previous years.....	5,223
Foreign cases, including those referred in previous years	8,391
Total	47,134

I would add that the above figures indicate only the regular work sent out by the Department, but do not include the heavy correspondence which each inspector is obliged to conduct in the ordinary course of his duties.

Postmasters and the public are constantly making inquiries and complaints, which of necessity require immediate attention, and of which this office cannot take note. Especially is this the case with inspectors who are located in the large cities. The local work alone is generally sufficient to keep them busily engaged at all times. This fact should be considered with the data given in the report.

Very respectfully,

A. G. SHARP,
Chief Inspector.

Hon. FRANK HATTON,
Postmaster-General.

ANNUAL REPORT
OF THE
AUDITOR OF THE TREASURY
FOR THE
POST-OFFICE DEPARTMENT
TO THE
POSTMASTER-GENERAL
FOR THE
FISCAL YEAR ENDED JUNE 30, 1884.

REPORT

OF THE

AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., December 5, 1884.

SIR: I have the honor to submit herewith the annual report of the receipts and expenditures of the Post-Office Department, as shown by the accounts of this office, for the fiscal year ending June 30, 1884.

REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT.

Fiscal year 1884:

The revenues of the Department for the fiscal year ending June 30, 1884, were	*\$43,325,958 81
The expenditures for the service of the year were	46,404,960 65

Excess of expenditures	3,079,001 84
Amount of balances due by late postmasters charged to "bad debt" and "compromise" accounts.....	\$7,864 41
Amount of balances due by late postmasters charged to "suspense" account.....	591 42
	8,455 83

Deficiency for 1884	3,070,546 01
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This deficiency was supplied as follows:

From surplus postal revenues of 1882.....	1,294,752 74
From surplus postal revenues of 1883.....	1,775,793 27
	3,070,546 01

Fiscal year 1883:

The surplus postal revenues accrued during 1883 unexpended at the close of the last annual report were.....	2,653,189 23
The amount paid for the service of 1883 during the last fiscal year was	650,560 23
	2,002,629 00

Of this surplus there was expended for the service of 1884, as shown in above account with that year.....	1,775,793 27
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The balance available, which must be exhausted before aid can be asked from the general Treasury, is therefore	226,835 73
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Fiscal year 1882:

The surplus postal revenues accrued during 1882 unexpended at the close of the last annual report were.....	1,325,785 57
The amount paid for the service of 1882 during the last fiscal year was.....	31,032 83

The amount no longer available for the service of 1882, transferred to and expended for the service of 1884, as per above account with that year, is	1,294,752 74
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Fiscal year 1881 and prior years (claims):

The amount appropriated by the act approved July 7, 1884 (Statutes last session, pages 259 and 262), placed with the Treasurer to the credit of the Department, was.....	\$95,476 99
The amount expended to September 30 last was.....	94,830 29

Balance available for claims.....	646 70
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The amount appropriated by the act approved July 7, 1884 (Statutes last session, page 248), "to pay accounts in cases of salaries of postmasters and late postmasters readjusted and allowed under the act of March 3, 1883," placed with the Treasurer to the credit of the Department, was	45,213 80
Amount expended to September 30 last	42,736 30

Balance available for such accounts	2,477 50
---	----------

Fiscal year 1882 and prior years:

The balance withheld by postmasters, under section 3861 Revised Statutes, as compensation for 1882 and prior years, in excess of appropriations, per accounts received and audited since last annual report, was	439 97
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GENERAL REVENUE ACCOUNT.

Postal revenues of 1884.....		43,325,958 81
Expenditures for 1884.....	\$46,404,960 65	
Expenditures for 1883.....	650,560 23	
Expenditures for 1882.....	31,032 83	
Expenditures for 1881 and prior years (claims).....	94,830 29	
Expenditures for readjusted salaries of postmasters..	42,736 30	
Expenditures for salaries of postmasters for 1882 and prior years.....	439 97	
Total paid out	47,224,560 27	
Add balances due by late postmasters charged to "bad debt," "compromise," and "suspense" accounts during the year	8,455 83	
Aggregate expenditures		47,233,016 10
Excess of expenditures over revenues during 1884.....		3,907,057 29
Grants from the Treasury for 1881 and prior years (claims).....	95,476 99	
Grants from the Treasury to pay readjusted salaries of postmasters.....	45,213 80	
Total of grants.....		140,690 79
Excess of expenditures over all receipts during 1884.....		3,766,366 50
The balance standing to the credit of the general revenue account at the commencement of the fiscal year 1884 was		7,443,102 57
The balance standing to the credit of the same account at the close of the fiscal year was		3,676,736 07
Of which there was due by late postmasters { in suit,.....	\$226,467 83	
{ not in suit.....	82,820 95	
		309,288 78
		3,367,447 29

POSTMASTERS' QUARTERLY ACCOUNTS CURRENT.

The net revenues of the Department from postages being the aggregate revenues at post offices for the fiscal year, less the compensation of postmasters and clerks and the contingent office expenses, were :

For the quarter ended September 30, 1883	\$6,313,969 82
For the quarter ended December 31, 1883	7,115,124 78
For the quarter ended March 31, 1884	6,604,705 42
For the quarter ended June 30, 1884	6,011,782 06
Total	26,045,582 08

The number of quarterly returns of postmasters received and audited, on which the above sum was found due the United States, was :

For the quarter ended September 30, 1883	47,029
For the quarter ended December 31, 1883	48,276
For the quarter ended March 31, 1884	48,405
For the quarter ended June 30, 1884	48,591
Total	192,301

STAMPS SOLD.

The amount of stamps, stamped envelopes and wrappers, newspaper and periodical stamps, and postal cards sold, was :

For the quarter ended September 30, 1883	\$10,083,509 53
For the quarter ended December 31, 1883	10,678,674 22
For the quarter ended March 31, 1884	10,302,166 01
For the quarter ended June 30, 1884	9,681,503 90
Total	40,745,853 66

Amount of official stamps furnished the different Departments included in the above amount of stamps sold :

For the State Department	\$2,440 00
For the War Department	103,710 26
For the Treasury Department	20,000 00
For the Interior Department	28,000 00
For the Department of Agriculture	120 00

Total official stamps	154,270 26
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Total ordinary stamps sold	40,591,583 40
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LETTER POSTAGES.

The amount of postages paid in money was	110,875 02
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Included in the above amount are the following sums paid by foreign countries in the adjustment of their accounts :

Kingdom of Great Britain and Ireland	\$93,742 61
Dominion of Canada	12,051 13
Republic of Mexico	2,645 85
Republic of Chili	70 14
Republic of Guatemala	33 80
Empire of Russia	2 05
Republic of Venezuela	234 26
Kingdom of Norway	3 82
Kingdom of the Netherlands	5 53
Postal administration of Straits Settlements	11 67
Postal administration of the Bermudas	544 73
Postal administration of New South Wales	253 11
Postal administration of Curaçoa	121 88
Postal administration of British Honduras	52 87
Postal administration of Victoria	158 20
Postal administration of Jamaica	735 83

110,667 48

Balance collected by postmasters	207 54
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The following balances were paid and charged to the appropriation for balances due foreign countries:

Service of 1884:	
Kingdom of Sweden	\$1, 158 75
Republic of Switzerland	66 19
International Bureau, Berne, Switzerland	669 10
Total 1884	<u>\$1, 894 04</u>
Service of previous years:	
Kingdom of Belgium	11, 698 84
Kingdom of Sweden	1, 158 75
Republic of Mexico	607 76
Colony of St. Thomas (West Indies)	183 96
Total for previous years	<u>13, 649 31</u>
Aggregate amount paid	<u>15, 543 35</u>

MAIL TRANSPORTATION.

The amount charged to "transportation accrued" and placed to the credit of mail contractors and others for mail transportation during the fiscal year, was:

For the regular supply of mail routes	\$21, 539, 384 17
For the supply of "special" offices	54, 293 53
For the supply of "mail messenger" offices	832, 084 06
For the salaries of railway postal clerks	3, 972, 193 42
For the salaries and expenses of the superintendents of the railway mail service, and the expenses of the commission on railroad transportation	59, 674 68
Total	<u>26, 457, 629 86</u>

FOREIGN MAIL TRANSPORTATION.

New York, Great Britain and Ireland, and countries beyond, via Great Britain	\$156, 414 77
New York, Great Britain and Ireland, and Germany, and countries beyond	132, 743 03
Philadelphia, Great Britain and Ireland	2, 833 20
Boston, Great Britain and Ireland	752 89
Post-Office Department of Canada—English mail	175 66
New York, Baltimore, Philadelphia, Boston, Key West, New Orleans, and San Francisco, West Indies, Central and South America, Mexico, &c	35, 118 82
New York and Newfoundland	38 05
Boston and Nova Scotia	258 57
Baltimore and Bremen	52 69
Upper Pacific Coast—local mail	1, 949 74
San Francisco, China, Japan, Farther India, Australia, and South Sea Islands	19, 125 78
Expenses of Government mail agent at Panama	840 00
Expenses of Government mail agent at Shanghai, China	2, 776 55
Total	<u>353, 079 75</u>
The amount credited to transportation accrued and charged to mail contractors for overcredits, being for fines and deductions, was	220, 380 61
The amount of fines and deductions remitted was	28, 058 01
Net amount of fines and deductions	<u>192, 322 60</u>
Net amount of transportation accrued	26, 618, 387 01
The amount paid during the year was	<u>25, 359, 816 57</u>
Excess of transportation accrued	<u>1, 258, 570 44</u>

PACIFIC RAILROADS SERVICE.

Included in the above amount of transportation accrued are the following balances for the transportation of the mails over Pacific railroads which have either been certified to the Register of the Treasury or are suspended awaiting a decision as to their final disposition:

Regular service, 1884:

Union Pacific Railway Company (old U. P. R. R. line), aided.....	\$448,575 16	
Union Pacific Railway Company (old Kans. Pac. line), aided portion	70,428 15	
Lines operated, leased, or controlled by U. P. R. W. Co., non-aided.....	174,921 04	
Central Pacific Railroad Company, aided portion.....	212,054 36	
Lines operated, leased, or controlled by C. P. R. R. Co., non-aided	206,658 75	
Sioux City and Pacific R. R. Company, aided portion.....	12,481 07	
Lines operated, leased, or controlled by S. C. and P. R. R. Co., non-aided	18,559 65	
		<u>\$1,143,678 18</u>

Use of postal cars:

Union Pacific Railway Company (old U. P. R. R. line), aided.....	61,027 88	
Union Pacific Railway Company (old Kans. Pac. line), aided portion	8,698 22	
Lines operated, leased, or controlled by U. P. R. W. Co., non-aided	3,198 27	
Central Pacific Railroad Company, aided portion.....	28,467 13	
Lines operated, leased, or controlled by C. P. R. R. Co., non-aided.....	15,109 83	
		<u>116,501 33</u>

Total service of 1884 not paid.....	1,260,179 51
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Regular service of previous years:

Lines operated, leased, or controlled by C. P. R. R. Co., non-aided....	10,391 46
Total service not paid for	<u>1,270,570 97</u>

STATEMENT OF THE CONDITION OF ACCOUNTS OF LATE POSTMASTERS.

Balance due the United States brought forward from last report.....	\$355,812 14
Balance due the United States on account of postmasters becoming late during the fiscal year.....	83,270 50

439,082 64

Amount collected during the year	\$116,471 89
Amount charged to "suspense"	5,457 56
Amount charged to "bad and compromise debts"	7,864 41
	<u>129,793 86</u>

Balance remaining due United States	309,288 78
Of which there is in suit	226,467 83
Not in suit.....	82,820 95
	<u>309,288 78</u>

Balance due late postmasters brought forward from last report	122,636 33
Amount becoming due during the fiscal year.....	99,167 22
	<u>221,803 55</u>
Amount paid during the year.....	79,495 55
Amount credited to "suspense"	4,866 14
	<u>84,361 69</u>

Balance remaining due late postmasters.....	<u><u>137,441 86</u></u>
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Amount in suit June 30, 1883	\$210,429 08	
Amount submitted for suit during the fiscal year	27,050 84	
		\$237,479 92
Of which there was collected during the year	6,879 21	
Amount otherwise settled	4,132 88	
		11,012 09
Balance remaining in suit		226,467 83
Amount of interest and cost collected in suit against late postmasters and sureties on postal accounts		781 05

No. 1.—*Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1884.*

Accounts.	Quarter ended September 30, 1883.	Quarter ended December 31, 1883.	Quarter ended March 31, 1884.	Quarter ended June 30, 1884.	Aggregate.
Letter postage	\$39,016 15	\$1,021 67	\$47,436 28	\$23,400 92	\$110,875 02
Box rents and branch offices	462,100 37	464,560 56	482,109 97	495,281 67	1,904,052 57
Fines and penalties	3,498 00	5,752 75	1,823 50	10,055 87	21,130 12
Postage-stamps, stamped envelopes and wrappers, and postal cards	10,083,509 53	10,678,674 22	10,302,166 01	9,681,503 90	40,745,853 66
Dead letters	1,699 01	2,306 16	3,412 92	2,201 10	9,619 19
Revenue from money-order business				507,323 81	*507,323 81
Miscellaneous	6,044 65	7,301 24	6,619 63	7,133 92	27,104 44
Total	10,595,867 71	11,159,616 60	10,843,568 31	10,726,906 19	*43,325,958 81

* This amount is \$12,168.27 less than was reported at the date of the annual report of the Postmaster-General. By working the money-order force night and day, what was supposed to be the true amount of the money-order revenues was arrived at and reported, but the final proofs disclosed a discrepancy after the Department report had been submitted and printed. The true revenue for the year is given in the above table.

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1884.

Appropriations.	Quarter ended September 30, 1883.	Quarter ended December 31, 1883.	Quarter ended March 31, 1884.	Quarter ended June 30, 1884.	Total expendi- tures on ac- count of 1884.	Expended on account of pre- vious years.	Aggregate expenditures.
Mail depredations and post-office inspectors.....	\$48,694 63	\$42,262 19	\$44,155 60	\$51,286 12	\$186,398 54	\$1,840 23	\$188,238 77
Fees to United States marshals, clerks, and counsel.....	122 50	225 30	338 49	601 96	1,288 25	225 19	1,513 44
Advertising.....	7,216 86	3,628 60	3,234 64	4,834 99	18,915 09	309 91	19,225 00
Miscellaneous, Office of the Postmaster-General.....	37 72	.....	1,039 70	73 97	1,151 39	.....	1,151 39
Compensation to postmasters.....	2,908,654 19	2,744,327 56	2,838,040 46	2,792,808 66	11,283,830 87	5,950 98	11,289,781 85
Compensation to clerks in post-offices.....	1,138,265 95	1,151,484 20	1,192,578 55	1,252,729 72	4,735,058 42	20,369 97	4,755,428 39
Payment to letter-carriers and the incidental expenses of the free-delivery system.....	844,322 53	874,545 51	889,669 93	895,668 55	3,504,206 52	2,528 28	3,506,734 80
Wrapping-paper.....	10,066 68	5,893 37	1,973 89	7,054 24	24,988 18	.....	24,988 18
Twine.....	19,326 00	9,878 80	10,348 90	23,444 71	62,998 41	.....	62,998 41
Marking and rating stamps.....	2,920 58	2,369 26	2,068 33	3,312 15	10,670 32	.....	10,670 32
Letter-balances, test-weights, and scales.....	10,850 20	285 40	68 60	8,794 15	19,998 35	.....	19,998 35
Mailing implements, fourth-class offices.....	.....	.....	.....	.....	.....	186 48	186 48
Rent, light, and fuel for post-offices.....	103,091 54	109,799 58	104,891 35	112,512 11	430,294 58	9,580 96	439,875 54
Office furniture.....	775 53	2,373 01	3,760 94	2,781 48	9,690 96	7 50	9,698 46
Stationery.....	31,844 05	11,412 01	11,744 94	4,967 23	59,968 23	1,608 73	61,576 96
Miscellaneous and incidental items, Office First Assistant Postmaster-General.....	13,054 23	14,864 60	13,184 53	16,215 63	57,318 99	.....	59,564 17
Inland mail transportation, railroad routes.....	2,988,051 19	3,005,846 49	3,029,249 52	3,108,803 15	12,131,950 35	2,245 18	12,753,140 49
Inland mail transportation, steamboat routes.....	152,616 31	149,656 34	128,263 06	145,734 70	576,270 41	621,190 14	577,222 07
Inland mail transportation, star routes.....	1,308,129 29	1,260,257 40	1,233,857 33	1,271,920 14	5,074,164 16	951 66	5,109,419 91
Railway post-office car service.....	378,761 09	392,437 72	394,067 48	409,733 71	1,575,000 00	35,255 75	1,585,597 29
Necessary and special facilities on trunk lines.....	46,205 31	46,205 31	46,205 31	46,205 31	184,821 24	10,597 29	184,821 24
Railway post-office clerks.....	972,263 52	998,984 94	1,001,889 41	998,219 33	3,971,357 20	.....	3,971,909 08
Route agents.....	.....	.....	.....	.....	.....	284 34	284 34
Mail-route messengers.....	189,801 51	215,348 17	206,964 31	212,725 71	824,839 70	.....	832,084 06
Mail messengers.....	1,176 00	10,938 48	5,811 52	300 00	18,226 00	7,244 36	33,942 52
Mail locks and keys.....	101,288 63	62,222 45	36,751 61	16,789 40	217,052 09	197 70	217,249 79
Mail-bags and mail-bag catchers.....	.....	.....	9,000 00	.....	9,000 00	.....	9,000 00
Rawhide packing-trunks for registered mail.....	.....	.....	.....	.....	.....	.....	.....
Miscellaneous items, Office Second Assistant Postmaster- General.....	61 90	116 50	200 34	18 20	396 94	.....	396 94
Postage-stamps.....	32,577 05	32,659 34	37,161 95	33,576 13	135,974 47	3,895 63	139,870 10
Postage-stamp agency.....	1,725 00	1,772 45	1,803 26	1,456 78	6,757 49	.....	6,757 49
Stamped envelopes and newspaper wrappers.....	140,925 94	170,821 44	203,443 51	104,040 32	619,231 21	.....	619,231 21
Stamped-envelope agency.....	3,740 00	4,009 08	3,740 00	3,862 64	15,351 72	.....	15,351 72
Postal cards.....	55,486 76	50,426 13	46,749 11	44,804 33	197,466 33	.....	197,466 33
Postal-card agency.....	1,706 00	1,716 30	1,696 60	1,703 80	6,822 70	.....	6,822 70
Registered-package envelopes, locks and seals, and post- office and dead-letter envelopes.....	26,012 22	23,218 58	30,025 98	23,574 10	102,830 88	.....	102,830 88
Ship, steamboat, and way letters.....	447 67	378 38	337 37	451 46	1,614 88	31 36	1,646 24
Engraving, printing, and binding drafts and warrants.....	1,394 75	145 00	.....	422 60	1,962 35	.....	1,962 35

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department, &c.—Continued.

Appropriations.	Quarter ended September 30, 1883.	Quarter ended December 31, 1883.	Quarter ended March 31, 1884.	Quarter ended June 30, 1884.	Total expendi- tures on ac- count of 1884.	Expended on account of pre- vious years.	Aggregate expenditures.
Miscellaneous items, Office Third Assistant Postmaster-Gen- eral	\$40 00	.....	\$83 00	\$78 05	\$201 05	.....	\$201 05
Transportation of foreign mails.....	62,904 13	\$91,786 85	93,089 58	75,213 56	322,994 12	\$22,343 97	345,338 09
Balances due foreign countries.....	.....	669 10	1,158 75	66 19	1,894 04	13,649 31	15,543 35
Refund of moneys erroneously received.....	.....	.....	.....	.....	.....	100 00	100 00
Furniture for money-order building.....	1,693 63	.....	310 59	.....	2,004 22	.....	2,004 22
Readjusted compensation of postmasters, act March 3, 1883..	.....	.....	.....	.....	.....	42,736 30	42,736 30
Total.....	11,606,251 09	11,492,965 84	11,628,958 44	11,676,785 28	46,404,960 65	819,599 62	47,224,560 27

No. 3.—Statement of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1884, by States.

States and Territories.	Receipts.				Expenditures.						Excess of expenditures over receipts.	Excess of receipts over expenditures.
	Waste paper and twine.	Box-rents and branch offices.	Postage-stamps, stamped envelopes, and postal-cards.	Total receipts.	Compensation of post-masters.	Clerks for offices, rent, light, and fuel, and incidental expenses of post-offices.	Compensation of letter-carriers.	Compensation of postal railway clerks and mail messengers.	Transportation by States.	Total expenditures.		
Maine.....	\$98 46	\$28,990 08	\$530,587 87	\$559,676 41	\$234,058 85	\$60,599 68	\$20,642 71	\$52,895 21	\$239,808 27	\$608,004 72	\$48,328 31	.....
New Hampshire.....	135 61	20,192 86	319,224 15	339,552 62	152,383 88	25,426 35	11,791 73	22,687 40	109,204 86	321,494 22	.....	\$18,058 40
Vermont.....	87 60	14,162 77	294,029 10	308,279 47	151,383 35	19,499 95	4,260 50	18,555 66	148,489 76	342,189 22	33,909 75	.....
Massachusetts.....	1,557 89	133,803 85	2,735,615 25	2,870,976 99	433,188 03	390,387 38	342,871 35	310,076 29	477,547 32	1,954,070 37	.....	916,906 62
Rhode Island.....	135 96	21,020 00	296,093 32	317,849 28	52,283 86	37,309 67	45,966 85	10,137 05	47,513 63	193,211 06	.....	124,638 22
Connecticut.....	313 35	56,902 64	751,300 64	808,516 63	212,518 58	91,646 49	44,431 08	58,046 84	266,409 73	673,032 72	.....	135,463 91
New York.....	6,645 07	209,272 22	7,685,837 77	7,901,755 06	994,748 49	1,236,954 54	860,351 76	475,615 28	2,021,389 75	5,589,059 82	.....	2,312,695 24
New Jersey.....	288 42	37,530 81	863,363 08	901,182 31	257,560 47	74,011 21	95,095 60	35,511 18	295,486 26	757,664 72	.....	143,517 59
Pennsylvania.....	1,311 53	115,011 60	3,737,349 98	3,853,673 11	862,632 52	479,235 97	514,163 41	361,494 95	1,075,468 45	3,292,995 30	.....	560,677 81
Delaware.....	28 36	2,063 49	93,524 13	95,615 98	32,600 96	8,259 50	9,974 37	6,655 73	29,962 52	87,453 08	.....	8,162 90
Maryland.....	281 23	13,322 80	724,583 63	738,187 66	139,550 86	115,264 73	105,671 46	63,165 50	440,397 55	864,050 10	125,862 44	.....
Virginia.....	68 57	16,394 40	614,690 12	631,153 09	272,064 15	60,633 28	31,924 96	63,290 56	612,213 04	1,040,125 99	408,972 90	.....
West Virginia.....	65 66	7,575 72	219,919 40	227,560 78	115,813 48	18,836 60	7,834 59	24,162 17	137,834 04	304,480 18	76,920 10	.....
North Carolina.....	87 10	11,713 75	307,962 78	319,763 63	170,499 51	24,639 68	4,030 00	30,932 21	296,854 19	526,955 59	207,191 96	.....
South Carolina.....	52 86	9,082 11	241,135 43	250,270 40	110,537 45	17,263 77	9,226 83	48,436 61	224,499 10	409,963 76	159,693 36	.....
Georgia.....	273 56	18,914 31	492,590 34	511,778 21	184,002 17	53,772 28	30,386 58	116,794 76	447,024 73	831,980 52	320,202 31	.....
Florida.....	14 93	9,631 63	182,388 49	192,035 05	93,191 75	14,299 66	3,380 35	24,158 05	190,299 69	325,329 50	133,294 45	.....
Ohio.....	2,343 48	113,395 04	2,584,268 93	2,700,007 45	681,390 93	315,443 15	224,924 35	679,896 01	1,643,757 43	3,545,411 87	845,404 42	.....
Michigan.....	608 69	96,786 75	1,362,073 50	1,459,468 94	491,232 95	118,105 33	72,674 08	142,027 74	595,967 22	1,420,007 32	294,052 53	39,461 62
Indiana.....	772 14	64,352 82	1,030,818 84	1,095,943 80	412,872 09	111,560 73	69,829 51	134,067 68	661,666 32	1,389,996 33	.....	.....
Illinois.....	2,431 04	150,189 45	3,480,766 34	3,633,386 83	735,576 71	535,035 33	288,166 65	470,359 75	1,256,848 01	3,285,986 45	.....	347,400 38
Wisconsin.....	301 18	63,729 13	949,434 84	1,013,465 15	363,948 63	93,967 32	50,093 91	84,758 09	581,533 10	1,174,301 05	160,835 90	.....
Iowa.....	442 91	105,812 39	1,263,888 45	1,370,143 76	545,271 32	105,526 30	43,961 88	197,622 07	849,169 81	1,741,551 38	371,407 62	.....
Missouri.....	1,164 06	57,224 43	1,787,259 30	1,845,647 79	417,935 67	232,710 22	178,985 48	316,097 64	180,301 82	2,326,030 83	480,383 04	.....
Kentucky.....	252 22	22,616 40	655,347 48	678,216 10	222,566 94	61,589 26	50,017 32	53,637 97	461,494 24	849,305 73	171,089 63	.....
Tennessee.....	145 74	12,652 65	503,740 98	516,539 37	185,146 46	56,868 52	31,683 58	100,703 79	253,347 64	627,749 99	111,210 62	.....
Alabama.....	49 70	16,423 95	298,883 45	315,356 80	156,956 48	31,407 57	8,696 08	22,551 09	334,240 11	553,851 33	238,494 53	.....
Mississippi.....	23 83	15,323 38	231,616 47	246,961 68	140,656 55	16,141 23	.....	21,297 65	254,951 12	433,046 55	186,082 87	.....
Arkansas.....	115 25	14,031 09	240,636 86	254,783 20	135,633 85	25,766 97	5,083 23	40,281 71	256,619 72	463,385 48	208,602 28	.....
Louisiana.....	82 10	18,943 40	385,837 99	404,863 49	99,071 91	59,767 25	51,636 63	38,998 42	276,050 03	525,524 24	120,600 75	.....
Texas.....	226 61	59,115 51	813,829 49	873,171 61	351,521 87	83,456 42	26,994 92	88,266 94	754,265 49	1,304,505 64	431,334 03	.....
California.....	471 05	75,519 65	1,089,888 90	1,165,879 60	286,338 40	160,033 46	86,182 24	97,052 14	953,462 17	1,583,068 41	417,188 81	.....

No. 3—Statement of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1884, by States—Continued.

States and Territories.	Receipts.				Expenditures.						Excess of expenditures over receipts.	Excess of receipts over expenditures.
	Waste paper and twine.	Box-rents and branch offices.	Postage-stamps, stamped envelopes, and postal-cards.	Total receipts.	Compensation of post-masters.	Clerks for offices, rent, light, and fuel, and incidental expenses of post-offices.	Compensation of letter-carriers.	Compensation of postal railway clerks and mail messengers.	Transportation by States.	Total expenditures.		
Oregon	\$104 74	\$16,954 06	\$191,209 86	\$208,268 66	\$80,473 64	\$17,243 30	\$6,389 18	\$20,731 07	\$216,740 22	\$341,577 51	\$133,308 85	.....
Minnesota	285 53	52,473 18	796,625 63	849,384 34	255,636 25	88,149 67	43,199 19	94,228 38	667,540 39	1,148,753 88	299,369 54	.....
Kansas	157 07	61,857 55	771,750 84	833,765 46	361,161 41	60,015 17	15,900 07	102,381 32	656,583 91	1,196,041 88	362,276 42	.....
Nebraska	98 33	35,190 25	494,843 47	530,132 05	212,797 57	33,363 94	16,126 27	91,546 09	772,710 07	1,126,543 94	596,411 89	.....
Nevada	19 10	8,865 87	58,195 77	67,080 74	36,970 15	8,334 70	.....	4,366 42	130,508 38	180,189 65	113,108 91	.....
Colorado	256 23	46,154 96	365,217 63	411,628 82	136,598 39	61,561 36	18,620 99	42,366 26	430,097 67	680,244 67	277,615 85	.....
Utah	36 09	10,564 96	103,678 73	114,279 78	50,963 63	13,591 97	.....	23,013 40	207,707 51	295,276 51	180,996 73	.....
New Mexico	31 45	8,860 10	77,616 14	86,507 69	45,352 83	6,664 57	.....	12,318 62	133,538 26	197,874 28	111,366 59	.....
Washington	22 45	11,395 87	102,179 46	113,597 78	54,541 96	7,960 03	.....	7,369 78	154,618 67	224,490 44	110,892 66	.....
Dakota	49 24	30,604 74	336,932 19	367,586 17	176,127 83	25,539 47	.....	25,627 58	179,298 51	406,593 39	39,007 22	.....
Arizona	19 30	7,772 43	56,938 81	64,730 54	36,947 15	6,733 29	.....	3,096 88	167,772 99	214,550 31	149,819 77	.....
Idaho	17 95	4,288 46	48,853 09	53,159 50	32,721 59	3,174 09	.....	1,844 06	120,775 96	158,515 70	105,356 20	.....
Wyoming	4 20	4,942 72	45,767 66	50,714 58	23,912 19	3,480 49	.....	852 84	68,376 16	96,621 68	45,907 10	.....
Montana	51 22	17,248 87	104,296 73	121,596 82	53,891 20	15,008 83	.....	16,473 48	98,776 65	184,150 16	62,553 34	.....
Alaska .....	.....	51	444 94	445 45	445 78	.....	.....	.....	1,600 00	2,045 78	1,600 33	.....
District of Columbia	1,030 03	5,046 49	277,091 60	283,168 12	6,178 47	172,420 15	64,863 97	148,846 96	.....	392,209 55	109,141 43	.....
Indian Territory	1 00	819 10	26,329 97	27,150 07	18,561 77	596 58	.....	.....	50,078 68	69,237 03	42,086 96	.....
Total	23,059 79	1,934,741 20	40,627,059 83	42,584,860 82	11,278,420 93	5,259,267 41	3,496,033 66	4,805,297 28	21,430,801 25	46,269,820 53	8,291,942 40	\$4,606,982 69
Deduct miscellaneous items .....	.....	30,688 63	.....	.....	.....	.....	.....	1,019 80	.....	.....	.....	.....
Add miscellaneous items .....	.....	.....	118,793 83	88,105 20	11,360 92	122,259 43	10,701 14	.....	37,970 19	181,271 88	181,271 88	88,105 20
Grand total	23,059 79	1,904,052 57	40,745,853 66	42,672,966 02	11,289,781 85	5,381,526 84	3,506,734 80	4,804,277 48	21,468,771 44	46,451,092 41	8,473,214 28	4,695,087 89

No. 3.—Statement of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1884, by States—Continued.

Items of expenditure of a general nature not embraced in statement by States.		Items of receipt of a general nature not embraced in statement by States.	
Excess of expenditures brought down	\$3, 778, 126 39	Receipts on account of dead letters	\$9, 619 19
Amount paid for foreign mails and expenses of Government agents...	345, 338 09	Receipts on account of fines and penalties	21, 130 12
Balances paid for foreign countries	15, 543 35	Receipts on account of letter postages	110, 875 02
Ship, steamboat, and way letters	1, 646 24	Receipts on account of miscellaneous	4, 044 65
Wrapping-paper	24, 988 18	Revenue from money-order business	507, 323 81
Twine	62, 998 41	Excess of transportation accrued	1, 258, 570 44
Readjusted compensation of postmasters	42, 736 30	Excess of expenditures over receipts	3, 898, 601 46
Advertising	10, 115 35		
Mail-bags and catchers	170, 976 12		
Engraving, printing, and binding drafts and warrants	1, 962 35		
Mail locks and keys	33, 942 52		
Postmarking and rating stamps	10, 670 32		
Mail depredations and post office inspectors	189, 752 21		
Letter-balances	19, 998 35		
Expenses for postage-stamps, stamped envelopes, wrappers, and cards ..	985, 499 55		
Dead-letter, official, and registered-package envelopes	102, 830 88		
Sundry and miscellaneous payments	13, 040 08		
	5, 810, 164 69		5, 810, 164 69

No. 4.—Statement showing the condition of the account, with each item of the appropriation, for the service of the Post-Office Department for the fiscal year ended June 30, 1884.

Title of appropriation.	Amount appropriated, including special acts and deficiencies.	Expended.	Balances unexpended.	Excess of expenditures.
Mail depredations and post-office inspectors, including fees to counsel, &c	\$200,000 00	\$187,686 79	\$12,313 21	.....
Advertising	40,000 00	18,915 09	21,084 91	.....
Miscellaneous items, Office of the Postmaster-General	1,500 00	1,151 39	348 61	.....
Post-route maps*	1,860 00	.....	1,860 00	.....
Compensation to postmasters	10,950,000 00	11,283,830 87	.....	\$333,830 87
Compensation to clerks in post-offices	4,775,000 00	4,735,058 42	39,941 58	.....
Payment to letter-carriers, and incidental expenses of the free-delivery system	3,514,653 40	3,504,206 52	10,446 88	.....
Wrapping-paper	25,000 00	24,988 18	11 82	.....
Twine	63,000 00	62,998 41	1 59	.....
Marking and rating stamps	20,000 00	10,670 32	9,329 68	.....
Letter-balances, test-weights, and scales	20,000 00	19,998 35	1 65	.....
Rent, light, and fuel for post-offices	445,000 00	430,294 58	14,705 42	.....
Office furniture	25,000 00	9,690 96	15,309 04	.....
Stationery	60,000 00	59,968 23	31 77	.....
Miscellaneous and incidental expenses, Office First Assistant Postmaster-General	90,000 00	57,318 99	32,681 01	.....
Inland transportation, railroad routes	12,200,000 00	12,131,950 35	68,049 65	.....
Inland transportation, steamboat routes	600,000 00	576,270 41	23,729 59	.....
Inland transportation, star routes	5,250,000 00	5,074,164 16	175,835 84	.....
Railway post-office car service	1,575,000 00	1,575,000 00	.....	.....
Necessary and special facilities on trunk lines	185,000 00	184,821 24	178 76	.....
Railway post-office clerks	3,977,120 00	3,971,357 20	5,762 80	.....
Mail-messengers	865,000 00	824,839 70	40,160 30	.....
Mail locks and keys	20,000 00	18,226 00	1,774 00	.....
Mail-bags and mail-bag catchers	220,000 00	217,052 09	2,947 91	.....
Rawhide packing-trunks for registered mail	9,000 00	9,000 00	.....	.....
Miscellaneous items, Office Second Assistant Postmaster-General	1,000 00	396 94	603 06	.....
Postage-stamps	140,000 00	135,974 47	4,025 53	.....
Postage-stamp agency	8,100 00	6,757 49	1,342 51	.....
Stamped envelopes and newspaper wrappers	632,000 00	619,231 21	12,768 79	.....
Stamped-envelope and newspaper-wrapper agency	16,000 00	15,351 72	648 28	.....
Postal cards	253,000 00	197,466 33	55,533 67	.....
Postal-card agency	7,300 00	6,822 70	477 30	.....
Registered-package envelopes, locks and seals, and post-office and dead-letter envelopes	140,000 00	102,830 88	37,169 12	.....
Ship, steamboat, and way letters	1,500 00	1,614 88	.....	114 88
Engraving, printing, and binding drafts and warrants	2,000 00	1,962 35	37 65	.....
Miscellaneous items, Office Third Assistant Postmaster-General	1,000 00	201 05	798 95	.....
Transportation of foreign mails	350,000 00	322,994 12	27,005 88	.....
Balances due foreign countries	60,000 00	1,894 04	58,105 96	.....
Furniture for money-order building	2,004 22	2,004 22	.....	.....
Total	46,746,037 62	46,404,960 65	675,022 72	333,945 75

* Not needed, having been supplied from the general Treasury by act approved July 7, 1884, Statutes, page 247, "Post-Office Department."

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1884, and charged to "Miscellaneous Office of the Postmaster-General."

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1883. Aug. 9	James Maynard, chief clerk division of mail depredations and post-office inspectors.	Expenses while traveling on official business in July, 1883, by order of the Postmaster-General.	\$24 00
Nov. 19 1884.	Wycoff, Seamans & Benedict	Copying on type-writer	13 72
Mar. 27	W. B. Thompson, superintendent railway mail service.	Expense of Postmaster-General at Chicago, Ill., in March, 1884.	23 25
Apr. 25	L. D. Myers, postmaster, Columbus, Ohio.	Board and traveling expenses as a member of the commission to investigate railway mail administration of the fifth district.	164 00
	Thomas Jones, jr., postmaster, Cleveland, Ohio.	do	108 50
	E. S. Tuley, assistant postmaster, Louisville, Ky.	do	138 30
	G. I. Reed, postmaster, Peru, Ind.	do	124 00
	Charles D. Johnson, stenographer, Indianapolis, Ind.	Professional service rendered to above commission.	432 00
	Frank Kraft, Saint Louis, Mo	Copying for above commission	13 75
	Andrew Hart, Indianapolis, Ind.	Messenger service for above commission..	5 00
	Hasselman Journal Company, Indianapolis, Ind.	Stationery for above commission	6 65
May 8	W. B. Thompson, superintendent railway mail service.	Amount paid by him for expenses of the Postmaster-General and private secretary while inspecting fast mail on coast line.	17 25
16	James H. McKenney, clerk Supreme Court of United States.	Certified copy of petition and exhibits in case of ex parte A. Orlando Jackson, No. 6, October term, 1877.	2 00
27	W. B. Thompson, superintendent railway mail service.	Expenses of Postmaster-General and his private secretary while traveling on official business in May, 1884, paid by him.	59 97
June 3	Mrs. M. E. Mann, Washington, D. C. . .	Volume No. 8, new series, Appleton's Annual Cyclopedia for 1883.	7 00
July 8	John C. New & Son	Subscription to Indianapolis Journal for fiscal year 1884.	12 00
	Total paid .....	.....	1,151 39

No. 6.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1884, and charged to "Miscellaneous and incidental expenses, Office of the First Assistant Postmaster-General."

AMOUNTS PAID BY WARRANTS.

Date.	To whom allowed.	For what object.	Amount.
1883.			
Sept. 21	John M. Hinkle, Washington, D. C....	Packing-boxes for stationery	\$148 50
Oct. 8	Albert H. Scott, Post-Office Department.	Expenses incurred under order of September 20, 1883, inspecting post-office at New York, N. Y.	20 11
19	John M. Hinkle, Washington, D. C....	Boxes.....	156 00
Dec. 20	Hon. A. A. Freeman, Assistant Attorney-General.	Expenses incurred en route and at Louisville, Ky., and New Orleans, La., under order of the Postmaster-General dated November 19, 1883.	102 55
20	John M. Hinkle, Washington, D. C....	Boxes.....	61 50
1884.			
Jan. 28	Hon. A. A. Freeman, Assistant Attorney-General.	Additional expenses under order of November 19, 1883.	50 65
Apr. 7	John M. Hinkle, Washington, D. C. ..	Boxes.....	66 00
June 28	Hon. A. A. Freeman, Assistant Attorney-General.	Expenses incurred en route and at New Orleans under order of the Postmaster-General dated May 1, 1884.	143 57
30	A. Burt, superintendent of mails, Cincinnati, Ohio.	Expenses incurred en route and at Boston, Mass., inspecting post-office, as per orders of the Postmaster General dated May 23 and June 11, 1884.	222 60
July 3	H. B. Jenks, chief clerk, railway mail service, Louisville, Ky.	Expenses incurred in visiting Washington as per telegram of the Postmaster-General dated June 10, 1884.	28 45
8	John M. Hinkle, Washington, D. C....	Boxes.....	246 00
	Total paid		1,245 93

AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS.

1883.			
Oct. 8	E. S. Toby, postmaster, Boston, Mass..	Amount paid for repairs, first and second quarters, 1883.	\$785 17
12	H. N. Moore, postmaster, Grand Rapids, Mich.	Telephone, first quarter, 1883.....	12 50
Nov. 19	E. S. Toby, postmaster, Boston, Mass..	Miscellaneous expenses, first and second quarters, 1883.	242 48
22	H. G. Pearson, postmaster, New York, N. Y.	Miscellaneous expenses, second quarter, 1883.	49 95
23	William Ward, postmaster, Newark, N. J.	Miscellaneous expenditures, third quarter, 1883.	75
	H. Adreon, postmaster, Baltimore, Md.	do	29 35
27	S. W. Backus, postmaster, San Francisco, Cal.	Telegrams, second quarter, 1883	1 82
30	E. D. Woodruff, postmaster, Auburn, N. Y.	Water and telephone, 1883.....	67 25
Dec. 8	W. H. Tubbs, postmaster, New London, Conn.	Miscellaneous expenditures, second quarter, 1883.	2 92
	J. H. Manley, postmaster, Augusta, Me.	do	10 00
	T. H. Learned, postmaster, Pittsfield, Mass.	do	8 60
	J. M. Bedford, postmaster, Buffalo, N. Y.	do	50
	W. H. Van Cott, postmaster, Glen's Falls, N. Y.	do	17 50
	W. N. Jones, postmaster, Yonkers, N. Y.	do	5 00
	John A. Myler, postmaster, Allegheny, Pa.	do	12 00
	D. O. Getz, postmaster, Chambersburg, Pa.	do	25
	J. K. Dawes, postmaster, Easton, Pa. ..	do	13 90
	J. N. H. Reisinger, postmaster, Meadville, Pa.	do	3 75
	John Woods, postmaster, Joliet, Ill.	do	85
	V. C. Thompson, postmaster, Louisville, Ky.	do	8 00
	W. W. Jenkins, postmaster, Charlotte, N. C.	do	60
	J. E. Slaughter, postmaster, Mobile, Ala.	do	5 35
	C. W. Buckley, postmaster, Montgomery, Ala.	do	10 40
	J. Ricord, postmaster, Iowa City, Iowa.	do	69

MISCELLANEOUS PAYMENTS—FIRST ASSISTANT P. M. GENERAL. 677

No. 6.—Statement in detail of miscellaneous payments, &c.—Continued.

AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS—Continued.

Date.	To whom allowed.	For what object.	Amount.
1883.			
Dec. 8	A. H. Hamilton, postmaster, Ottumwa, Iowa.	Miscellaneous expenditures, second quarter, 1883.	\$73 68
8	R. P. W. Morris, postmaster, Lynchburg, Va.	do	1 10
8	M. P. Rue, postmaster, Norfolk, Va.	do	1 25
8	S. M. Jost, postmaster, Staunton, Va.	do	50
8	F. C. Humphrey, postmaster, Pensacola, Fla.	do	28 88
8	M. G. Wingar, postmaster, Atchison, Kans.	do	2 70
8	J. J. Gopsill, postmaster, Jersey City, N. J.	do	1 25
15	W. W. Smith, postmaster, Cedar Rapids, Iowa.	Repairs, third quarter, 1883	5 75
15	N. N. Tyner, postmaster, Fargo, Dak.	Repairs, second quarter, 1883	83 46
15	T. L. Tullock, postmaster, Washington, D. C.	Car tickets, second quarter, 1883	10 00
15	W. B. Merchant, postmaster, New Orleans, La.	Miscellaneous expenditures, second quarter, 1883.	120 00
15	L. A. Dickinson, postmaster, Hartford, Conn.	Miscellaneous expenditures, third quarter, 1883.	6 00
15	C. E. Carr, postmaster, Galesburgh, Ill.	do	5 75
21	J. P. Newcomb, postmaster, San Antonio, Tex.	Miscellaneous expenditures, second quarter, 1883.	1 85
21	T. S. Case, postmaster, Kansas City, Mo.	do	5 26
21	C. C. Davis, postmaster, Leadville, Colo.	do	10 30
21	L. A. Dickinson, postmaster, Hartford, Conn.	Miscellaneous expenditures, third quarter, 1883.	50
1884.			
Jan. 7	G. Robertson, postmaster, Troy, N. Y.	Miscellaneous expenditures, second quarter, 1883.	144 40
8	H. W. Gardner, postmaster, Providence, R. I.	Directories, second quarter, 1883	9 00
21	L. M. Terrell, assistant superintendent railway mail service.	Amount paid for transportation and hotel bills of Hon. B. H. Brewster and others to and at New Orleans, La., on account of the Post-Office Department.	464 20
Feb. 2	J. McLeer, postmaster, Brooklyn, N. Y.	Miscellaneous expenditures, second quarter, 1883.	47 28
2	H. G. Pearson, postmaster, New York, N. Y.	do	15 75
2	C. E. Carr, postmaster, Galesburgh, Ill.	Miscellaneous expenditures, 1883	35 94
2	F. W. Palmer, postmaster, Chicago, Ill.	Miscellaneous expenditures, third quarter, 1883.	1,023 70
2	O. Garrissen, postmaster, Galveston, Tex.	do	7 30
2	J. R. Dunkelberger, postmaster, Los Angeles, Cal.	do	30 37
Mar. 3	N. D. Sperry, postmaster, New Haven, Conn.	Miscellaneous expenditures, second quarter, 1883.	25
3	W. H. Van Cott, postmaster, Glens Falls, N. Y.	do	5 70
3	A. C. Chase, postmaster, Syracuse, N. Y.	do	25
3	G. Robertson, postmaster, Troy, N. Y.	do	2 20
3	A. D. Wilt, postmaster, Dayton, Ohio.	do	3 75
3	T. S. Case, postmaster, Kansas City, Mo.	do	57 85
3	J. K. Dawes, postmaster, Easton, Pa.	Miscellaneous expenditures, third quarter, 1883.	3 00
8	J. H. Manley, postmaster, Augusta, Me.	do	10 00
11	H. G. Pearson, postmaster, New York, N. Y.	Miscellaneous expenditures, fourth quarter, 1883.	13 66
14	O. Garrissen, postmaster, Galveston, Tex.	Miscellaneous expenditures, second quarter, 1883.	15
17	D. Hays, postmaster, Saint Louis, Mo.	Carriage hire, fourth quarter, 1883	45 00
17	P. H. Dowling, postmaster, Toledo, Ohio.	Miscellaneous expenditures, third quarter, 1883.	30 00
17	E. C. Fuller, postmaster, Scranton, Pa.	Miscellaneous expenditures, second quarter, 1883.	2 00
17	C. K. Coutant, postmaster, Omaha, Nebr.	Miscellaneous expenditures, fourth quarter, 1883.	2 25

No. 6.—*Statement in detail of miscellaneous payments, &c.*—Continued.

AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS—Continued.

Date.	To whom allowed.	For what object.	Amount.
1884.			
Apr. 16	R. W. P. Morris, postmaster, Lynchburgh, Va.	Ice, third quarter, 1883.	\$9 19
30	H. G. Pearson, postmaster, New York, N. Y.	Miscellaneous expenditures, second quarter, 1883.	17 50
May 8	J. K. Dawes, postmaster, Easton, Pa.	do	8 75
14	A. D. Wilt, postmaster, Dayton, Ohio.	do	2 00
June 4	Z. B. Hargrove, postmaster, Rome, Ga.	Miscellaneous expenditures, first quarter, 1884.	4 15
13	George K. Whitner, postmaster, Reading, Pa.	Miscellaneous expenditures, second quarter, 1883.	5 00
13	E. J. Agnew, postmaster, New Castle, Pa.	Miscellaneous expenditures, fourth quarter, 1883.	3 25
13	A. W. Howard, postmaster, Yankton, Dak.	do	12 00
16	B. H. Camp, acting postmaster, Atlanta, Ga.	Miscellaneous expenditures, third quarter, 1883.	12 00
18	Thomas Jones, postmaster, Cleveland, Ohio.	Miscellaneous expenditures, first quarter, 1884.	4 00
18	B. H. Camp, acting postmaster, Atlanta, Ga.	Miscellaneous expenditures, fourth quarter, 1883.	60
30	E. A. Clifford, Sixth Auditor's Office, Washington, D. C.	Expenses incurred while acting upon the commission appointed by the Postmaster-General to examine and report upon the requirements of certain post-offices, order dated June 26, 1882.	300 00
July 8	F. B. Conger, postmaster, Washington, D. C.	Miscellaneous expenditures, first quarter, 1884.	20 65
8	J. C. Michie, postmaster, Covington, Ky.	Telephone, fourth quarter, 1882.....	18 00
Sept. 19	L. McLaws, postmaster, Savannah, Ga.	Miscellaneous expenses, second quarter, 1884.	50
26	C. R. Parkinson, postmaster, Oswego, N. Y.	do	50
29	B. H. Camp, acting postmaster, Atlanta, Ga.	Miscellaneous expenses, first quarter, 1884.	111 62
	Total paid .....	.....	4,132 27

RECAPITULATION.

Amount allowed to postmasters at the principal post-offices, credited in quarterly accounts current, for incidental office expenses, such as repairs, gas-fixtures, telegrams, &c.:

Third quarter, 1883	\$12,681 02
Fourth quarter, 1883	13,020 42
First quarter, 1884	13,076 39
Second quarter, 1884	15,441 74
Total	54,219 57
Amount paid by warrant	\$1,245 93
Amount credited on general accounts	4,132 27
	5,378 20
Total	59,597 77
Deduct amount of counter-entries	33 60
Amount paid and charged to "Miscellaneous, Office First Assistant Postmaster-General" ..	59,564 17

No. 7.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1884, and charged to "Miscellaneous Items, Second Assistant Postmaster-General."

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1883. Sept. 6	J. Bradley Adams, Washington, D. C.	Subscription to New York Tribune and New York Times for July and August, 1883.	\$7 50
Oct. 19	George M. Sweney, chief of inspection division, Post-Office Department.	Expense while on official business en route to and from and at Omaha, Nebr.	54 40
19	A. G. Gedney, Washington, D. C. ...	One automatic numbering machine	45 00
24	Owen Riley, Post-Office Department.	Expenses of investigation of regulation wagon service at Saint Louis, Mo., in October, 1883.	65 50
Dec. 7	J. Bradley Adams, Washington, D. C.	Subscription to New York Tribune and New York Times for September, October, and November, 1883.	6 00
1884 Jan. 19	Byron J. Adams, Washington, D. C. ...	Service on mail proposals in January, 1884..	25 60
18	Claude E. Clifton, Washington, D. C.	do	16 00
18	John E. Walker, Washington, D. C.	do	16 00
Feb. 18	Isaac C. Slater, superintendent railway adjustments, Post-Office Department.	Expenses of an official visit to New York and Philadelphia in February, 1884.	25 77
19	George M. Sweney, chief of inspection division, Post-Office Department.	do	27 37
29	Hon. H. D. Lyman, Second Assistant Postmaster-General.	Expenses of an official visit to New York, N. Y.	8 45
Mar. 18	J. Bradley Adams, Washington, D. C.	Subscription to New York Tribune and New York Times from December 1, 1883, to March 15, 1884.	7 00
Apr. 23	S. A. Whitfield, postmaster, Cincinnati, Ohio.	Expenses while investigating the sufficiency of sureties to mail proposals in March, 1884.	74 15
May 9	Byron S. Adams, Washington, D. C. ...	Service in stamping mail bids	6 40
9	Richard Clifton, Washington, D. C. ...	Service on press in connection with mail proposals.	3 00
June 11	Hon. H. D. Lyman, Second Assistant Postmaster-General.	Expenses while investigating the mail-messenger and transfer service at Cincinnati, Ohio.	
	Total paid		396 94

No. 8.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1884, and charged to "Miscellaneous Items, Office of the Third Assistant Postmaster-General."

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1883. Aug. 3	William Bamgarten, Washington, D. C.	Numbering machine	\$40 00
1884. Apr. 18	W. H. Boyd, Washington, D. C.	Directories of principal cities for dead-letter office.	83 00
May 12	William Ballantyne & Son, Washington, D. C.	Almanac de Gotha and Statesman's Year-Book.	6 00
June 7	Thomas P. Graham, chief of stamp division.	Expense of official visit to stamp agencies at New York, Hartford, and Springfield.	44 05
July 8	J. Bradley Adams, Washington, D. C.	Lippincott's Pronouncing Gazetteer of the World.	10 00
Aug. 11	J. C. Parker, Washington, D. C.	Subscription to National Republican and New York Times for fiscal year 1884.	18 00
	Total paid		201 05

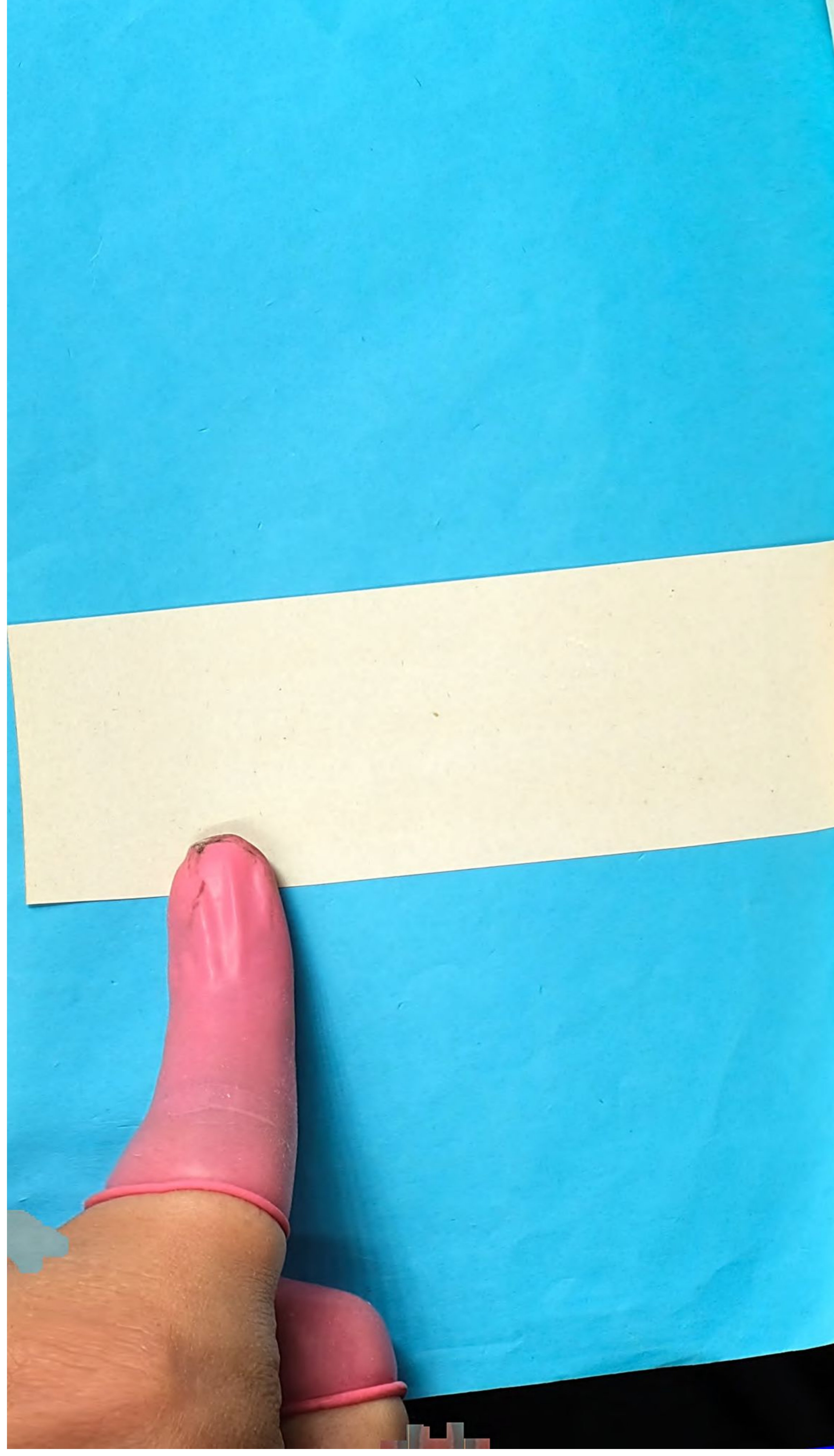
No. 9.—*Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1884.*

Year.	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
1837.....	\$4, 945, 668 21	.....	\$4, 945, 668 21	\$3, 288, 319 03
1838.....	4, 238, 733 46	.....	4, 238, 733 46	4, 430, 662 21
1839.....	4, 484, 656 70	.....	4, 484, 656 70	4, 636, 536 31
1840.....	4, 543, 521 92	.....	4, 543, 521 92	4, 718, 235 64
1841.....	4, 407, 726 27	\$482, 657 00	4, 890, 383 27	4, 499, 527 61
1842.....	4, 546, 849 65	.....	4, 546, 849 65	5, 674, 751 80
1843.....	4, 296, 225 43	.....	4, 296, 225 43	4, 374, 753 71
1844.....	4, 237, 287 83	.....	4, 237, 287 83	4, 296, 512 70
1845.....	4, 289, 841 80	.....	4, 289, 841 80	4, 320, 731 99
1846.....	3, 487, 199 35	750, 000 00	4, 237, 199 35	4, 076, 036 91
1847.....	3, 880, 309 23	12, 500 00	3, 892, 809 23	3, 979, 542 10
1848.....	4, 555, 211 10	125, 000 00	4, 680, 211 10	4, 326, 850 27
1849.....	4, 705, 176 28	.....	4, 705, 176 28	4, 479, 049 13
1850.....	5, 499, 984 86	.....	5, 499, 984 86	5, 212, 953 43
1851.....	6, 410, 604 33	.....	6, 410, 604 33	6, 278, 401 68
1852.....	5, 184, 526 84	1, 741, 444 44	6, 925, 971 28	7, 108, 459 04
1853.....	5, 240, 724 70	2, 225, 000 00	7, 465, 724 70	7, 982, 756 59
1854.....	6, 255, 586 22	2, 736, 748 96	8, 992, 335 18	8, 577, 424 12
1855.....	6, 642, 136 13	3, 114, 542 26	9, 756, 678 39	9, 968, 342 29
1856.....	6, 920, 821 66	3, 748, 881 56	10, 669, 703 22	10, 405, 286 36
1857.....	7, 353, 951 76	4, 528, 004 67	11, 881, 956 43	11, 508, 057 93
1858.....	7, 486, 792 86	4, 679, 270 71	12, 166, 063 57	12, 722, 470 01
1859.....	7, 968, 484 07	3, 915, 946 49	11, 884, 430 56	11, 458, 083 63
1860.....	8, 518, 067 40	11, 154, 167 54	19, 672, 234 94	19, 170, 609 89
1861.....	8, 349, 296 40	4, 639, 806 53	12, 989, 102 93	13, 606, 759 11
1862.....	8, 299, 820 90	2, 598, 953 71	10, 898, 774 61	11, 125, 364 13
1863.....	11, 163, 789 59	1, 007, 848 72	12, 171, 638 31	11, 314, 207 84
1864.....	12, 438, 253 78	749, 980 00	13, 188, 233 78	12, 644, 786 20
1865.....	14, 556, 158 70	3, 968 46	14, 560, 127 16	13, 694, 728 28
1866.....	14, 436, 986 21	.....	14, 436, 986 21	15, 352, 079 30
1867.....	15, 297, 026 87	3, 991, 666 67	19, 288, 693 54	19, 235, 483 46
1868.....	16, 292, 600 80	5, 696, 525 00	21, 989, 125 80	22, 730, 592 65
1869.....	18, 344, 510 72	5, 707, 115 30	24, 051, 626 02	23, 698, 131 50
1870.....	19, 772, 220 65	4, 022, 140 85	23, 794, 361 50	23, 998, 837 63
1871.....	20, 037, 045 42	4, 126, 200 00	24, 163, 245 42	24, 390, 104 08
1872.....	21, 915, 426 37	4, 933, 750 00	26, 909, 176 37	26, 658, 192 31
1873.....	22, 996, 741 57	5, 690, 475 00	28, 987, 216 57	29, 084, 945 67
1874.....	26, 471, 071 82	5, 922, 433 55	32, 393, 505 37	32, 126, 414 58
1875.....	26, 791, 360 59	6, 704, 646 96	33, 496, 007 55	33, 611, 309 45
1876.....	28, 634, 197 50	5, 088, 583 03	33, 722, 780 53	33, 263, 487 58
1877.....	27, 531, 585 26	7, 013, 300 00	34, 544, 885 26	33, 486, 322 44
1878.....	29, 277, 516 95	5, 307, 652 82	34, 585, 169 77	34, 165, 084 49
1879.....	30, 041, 982 86	3, 297, 965 25	33, 339, 948 11	33, 449, 899 45
1880.....	33, 315, 479 34	3, 597, 717 20	36, 913, 196 54	36, 542, 803 68
1881.....	36, 785, 397 97	3, 297, 921 46	40, 083, 319 43	39, 592, 566 22
1882.....	41, 876, 410 15	6, 595 12	41, 883, 005 27	40, 482, 021 23
1883.....	45, 508, 692 61	21, 416 85	45, 530, 109 46	43, 282, 944 43
1884.....	43, 335, 958 81	140, 690 79	43, 466, 649 60	47, 224, 560 27

ERRATA.

In Table No. 10, Auditor's report, for "per cent. expense to gross receipts," read—

Hartford, Conn.....	29	Marlborough, Mass.....	40
Meriden, Conn.....	35	Medford, Mass.....	35
Augusta, Ga.....	50	Springfield, Mass.....	29
Burlington, Iowa.....	42	Worcester, Mass.....	34
Lynn, Mass.....	42	Minneapolis, Minn.....	30
Malden, Mass.....	35	Kansas City, Mo.....	28
Marblehead, Mass.....	42	Pottsville, Pa.....	59



No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884.*

ALABAMA.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Athens	3	\$1,916 21	\$1,200	.....	.....	.....	.....	\$1,200 00	\$716 21	53
Birmingham	2	17,786 15	2,475	\$1,652 68	.....	.....	.....	4,127 68	13,658 47	23
Demopolis	3	1,885 25	1,275	250 00	.....	.....	.....	1,525 00	360 25	81
Enfauila	3	6,184 53	1,850	1,050 00	\$187 50	.....	.....	3,087 50	3,097 03	50
Florence	3	2,542 41	1,300	112 50	.....	.....	.....	1,412 50	1,129 91	56
Gadsden	3	2,854 80	1,425	90 00	.....	.....	.....	1,515 00	1,339 80	53
Greensborough	3	2,022 60	1,200	162 50	.....	.....	.....	1,362 50	660 10	57
Greenville	3	3,255 70	1,525	233 33	.....	\$1 50	.....	1,759 83	1,495 87	54
Huntsville	3	6,518 27	1,900	450 00	.....	.....	.....	2,350 00	4,168 27	36
La Fayette	3	1,923 27	1,225	.....	.....	.....	.....	1,225 00	698 27	63
Marion	3	3,424 22	1,475	143 00	.....	.....	.....	1,618 00	1,806 22	44
Mobile*	1	42,128 51	3,075	9,870 00	.....	365 19	\$5,722 13	19,032 32	23,096 19	45
Montgomery	2	26,077 82	2,650	4,500 00	1,078 57	112 66	2,973 95	11,315 18	14,762 64	43
Opelika	3	3,603 79	1,550	480 00	.....	.....	.....	2,030 00	1,573 79	56
Selma	2	16,269 13	2,575	2,233 33	1,040 00	29 65	.....	5,877 98	10,391 15	36
Talladega	3	3,543 74	1,550	399 90	.....	.....	.....	1,949 90	1,593 84	55
Troy	3	2,677 57	1,475	349 86	.....	3 00	.....	1,827 86	849 71	68
Tuscaloosa	3	5,423 04	1,825	450 00	.....	.....	.....	2,275 00	3,148 04	42
Tuscumbia	3	2,083 02	1,075	514 50	.....	2 50	.....	1,592 00	491 02	76
Union Springs	3	2,345 68	1,600	201 00	.....	.....	.....	1,801 00	544 68	76
Uniontown	3	2,322 97	1,400	.....	.....	.....	.....	1,400 00	922 97	60
Total	.....	156,788 68	35,625	23,142 60	2,306 07	514 50	8,696 08	70,284 25	86,504 43	44

* In public building; no rent paid.

ARIZONA.

Globe	3	\$1,930 60	\$1,375	.....	.....	.....	.....	\$1,375 00	\$555 60	71
Phoenix	3	3,846 17	1,500	\$325 00	.....	.....	.....	1,825 00	2,021 17	47
Prescott	3	6,149 35	1,950	798 90	.....	.....	.....	2,748 90	3,400 45	45
Tombstone	2	7,325 41	2,275	1,800 00	\$600 00	\$107 15	.....	4,782 15	2,543 26	65
Tucson	2	11,765 57	2,400	1,498 90	578 75	.....	.....	4,477 65	7,287 92	38
Total	.....	31,017 10	9,500	4,422 80	1,178 75	107 15	.....	15,208 70	15,808 40	49

* Offices that became Presidential during the year are not included.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

ARKANSAS.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Arkadelphia.....	3	\$2,348 75	\$1,300	\$162 00	.....	\$2 75	.....	\$1,464 75	\$884 00	62
Batesville.....	3	1,934 57	1,100	78 57	.....	.....	.....	1,178 57	756 00	60
Camden.....	3	2,420 16	1,400	675 00	.....	.....	.....	2,075 00	345 16	86
Eureka Springs.....	3	4,977 01	1,800	1,500 00	.....	.....	.....	3,300 00	1,677 01	66
Fayetteville.....	3	3,377 36	1,550	540 00	.....	.....	.....	2,090 00	1,287 36	62
Fort Smith.....	2	8,227 14	2,050	1,332 61	\$360 00	70 35	.....	3,812 96	4,414 18	46
Helena.....	3	5,782 49	1,850	600 00	.....	.....	.....	2,450 00	3,332 49	42
Hope.....	3	2,994 34	1,450	466 30	.....	.....	.....	1,916 30	1,078 04	64
Hot Springs.....	2	14,570 24	2,400	2,501 50	820 00	52 46	.....	5,773 96	8,796 28	40
Little Rock*.....	1	32,776 61	3,000	7,967 73	.....	41 35	\$5,083 23	16,092 31	16,684 30	49
Newport.....	3	2,870 98	1,350	300 00	.....	.....	.....	1,650 00	1,220 98	57
Pine Bluff.....	3	6,443 96	1,875	1,000 00	.....	23 65	.....	2,898 65	3,545 31	45
Prescott.....	3	2,132 96	1,200	200 00	.....	.....	.....	1,400 00	732 96	65
Texarkana.....	2	8,682 84	2,050	1,236 50	.....	.....	.....	3,286 50	5,396 34	38
Van Buren.....	3	2,601 54	1,250	299 46	.....	2 25	.....	1,551 71	1,049 83	60
Total.....	.....	102,140 95	25,625	18,859 67	1,180 00	192 81	5,083 23	50,940 71	51,200 24	50

* In public building; no rent paid.

CALIFORNIA.

Alameda.....	3	\$3,291 34	\$1,450	\$200 00	.....	.....	.....	\$1,650 00	\$1,641 34	50
Auburn.....	3	2,953 05	1,475	180 00	.....	.....	.....	1,655 00	1,298 05	56
Bakersfield.....	3	2,199 64	1,325	.....	.....	.....	.....	1,325 00	874 64	60
Benicia.....	3	3,499 55	1,550	366 30	.....	.....	.....	1,916 30	1,583 25	55
Berkeley.....	3	2,814 65	1,300	.....	.....	.....	.....	1,300 00	1,514 65	50
Bodie.....	3	3,353 19	1,950	1,225 00	\$187 50	\$1 25	.....	3,363 75	.....	100.3
Calistoga.....	3	1,693 21	1,000	281 00	.....	.....	.....	1,281 00	412 21	76
Chico.....	3	5,644 17	1,825	.....	.....	.....	.....	1,825 00	3,819 17	32
Colusa.....	3	2,688 86	1,625	399 73	.....	.....	.....	2,024 73	664 13	76
Dixon.....	3	2,546 04	1,200	.....	.....	.....	.....	1,200 00	1,346 04	52
Eureka.....	3	5,994 37	1,700	.....	.....	.....	.....	1,700 00	4,294 37	28
Fresno City.....	3	7,102 06	1,775	500 00	.....	.....	.....	2,275 00	4,827 06	32
Gilroy.....	3	2,769 20	1,450	.....	.....	.....	.....	1,450 00	1,319 20	52
Grass Valley.....	3	5,172 45	1,950	525 00	107 15	.....	.....	2,582 15	2,590 30	50
Hanford.....	3	2,205 63	1,200	.....	.....	.....	.....	1,200 00	1,005 63	54
Healdsburg.....	3	3,761 62	1,575	.....	.....	.....	.....	1,575 00	2,186 62	42
Hollister.....	3	3,261 57	1,575	.....	.....	.....	.....	1,575 00	1,686 57	48
Livermore.....	3	1,779 24	1,100	.....	.....	.....	.....	1,100 00	679 24	62
Los Angeles.....	2	40,142 06	2,800	5,173 44	763 70	11 50	\$3,113 50	11,862 14	28,279 92	22

Marysville.....	2	7,713 95	2,200	1,150 00	616 60	.....	.....	.....	3,966 60	3,747 35	51
Merced.....	3	3,716 27	1,525	.....	.....	.....	.....	.....	1,525 00	2,191 27	41
Modesto.....	3	5,114 97	1,775	350 00	11 00	.....	.....	.....	2,136 00	2,978 97	42
Monterey.....	3	2,702 61	1,175	.....	.....	.....	.....	.....	1,175 00	1,527 61	43
Napa City.....	2	7,983 96	2,100	743 00	.....	.....	.....	.....	2,843 00	5,140 96	36
Nevada City.....	3	4,994 76	1,925	877 59	75 90	.....	.....	.....	2,878 49	2,116 27	56
Oakland.....	2	55,989 05	2,925	7,705 00	1,022 00	278 17	10,027 79	.....	21,957 96	34,031 09	39
Oroville.....	3	3,579 97	1,575	324 00	.....	.....	.....	.....	1,899 00	1,680 97	53
Petaluma.....	3	6,951 90	1,950	540 00	.....	.....	.....	.....	2,490 00	4,461 90	36
Placerville.....	3	2,722 69	1,550	810 00	.....	.....	.....	.....	2,360 00	3,362 69	87
Red Bluff.....	3	5,966 77	1,900	.....	125 00	.....	.....	.....	2,025 00	3,941 77	34
Riverside.....	3	4,455 66	1,625	.....	.....	.....	.....	.....	1,625 00	2,830 66	36
Sacramento.....	1	43,327 29	3,075	9,920 00	2,360 80	50 90	5,578 08	.....	20,984 78	22,342 51	48
Saint Helena.....	3	4,152 38	1,625	50 00	.....	.....	.....	.....	1,675 00	2,477 38	40
Salinas.....	3	3,893 68	1,575	.....	.....	.....	.....	.....	1,575 00	2,318 68	40
San Bernardino.....	3	5,931 08	1,900	150 00	.....	.....	.....	.....	2,050 00	3,881 08	35
San Buenaventura.....	3	2,557 87	1,425	375 00	.....	.....	.....	.....	1,800 00	3,757 87	70
San Diego.....	3	6,124 31	1,950	880 00	480 00	.....	.....	.....	3,310 00	2,814 31	54
San Francisco†.....	1	498,798 64	4,750	102,035 29	2,346 60	1,997 75	67,462 87	.....	178,592 51	320,206 13	36
San José.....	2	27,070 77	2,650	4,019 00	272 25	43 39	.....	.....	6,984 64	20,086 13	26
San Luis Obispo.....	3	4,826 81	1,675	650 00	.....	.....	.....	.....	2,325 00	2,501 81	48
San Rafael.....	3	4,305 95	1,750	.....	.....	.....	.....	.....	1,750 00	2,555 95	41
Santa Ana.....	3	2,946 18	1,375	.....	.....	.....	.....	.....	1,375 00	1,571 18	47
Santa Barbara.....	2	7,213 19	2,000	875 00	49 50	3 00	.....	.....	2,927 50	4,285 69	41
Santa Clara.....	3	3,540 28	1,575	100 00	.....	.....	.....	.....	1,675 00	1,865 28	47
Santa Cruz.....	3	7,772 58	1,975	100 00	.....	.....	.....	.....	2,075 00	5,697 58	27
Santa Rosa.....	3	7,655 01	1,975	500 00	.....	.....	.....	.....	2,475 00	5,180 01	32
Sonora.....	3	2,864 05	1,400	540 00	.....	.....	.....	.....	1,940 00	924 05	68
Stockton.....	2	18,724 28	2,500	2,750 00	233 60	.....	.....	.....	5,483 60	13,240 68	29
Truckee.....	3	2,717 59	1,425	242 00	.....	.....	.....	.....	1,667 00	1,050 59	61
Ukiah.....	3	2,775 99	1,325	90 00	.....	.....	.....	.....	1,415 00	1,360 99	51
Vallejo.....	3	5,788 90	1,925	489 00	.....	.....	.....	.....	2,414 00	3,374 90	42
Visalia.....	3	3,851 02	1,625	300 00	.....	.....	.....	.....	1,925 00	1,926 02	50
Watsonville.....	3	3,835 87	1,550	.....	.....	.....	.....	.....	1,550 00	2,285 87	40
Willows.....	3	2,013 03	1,125	.....	.....	.....	.....	.....	1,125 00	888 03	56
Woodland*.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Yreka.....	3	2,924 22	1,450	435 00	.....	.....	.....	.....	1,885 00	1,039 22	65
Total.....	.....	890,375 43	97,650	145,850 35	8,651 60	2,385 96	86,182 24	340,720 15	549,665 84	.....	38

* Returns from March 9 to March 31, 1884, are delinquent.

† In public building. No rent paid for central office.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

COLORADO.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Alamosa.....	3	\$2,048 76	\$1,400	\$400 00	.....	.....	.....	\$1,800 00	\$248 76	88
Alma.....	3	1,494 19	1,050	.....	.....	.....	.....	1,050 00	444 19	70
Black Hawk.....	3	2,271 10	1,400	200 00	.....	.....	.....	1,600 00	671 10	70
Boulder.....	2	7,083 99	2,100	1,486 65	\$254 56	\$174 35	.....	4,015 56	3,068 43	57
Breckenridge.....	3	2,569 02	1,525	900 00	.....	.....	.....	2,425 00	144 02	94
Buena Vista.....	3	3,777 14	1,675	400 00	.....	.....	.....	2,075 00	1,702 14	55
Cañon City.....	3	4,378 43	1,800	870 00	.....	.....	.....	2,670 00	1,708 43	61
Central City.....	2	5,423 79	2,025	1,800 00	177 50	.....	.....	4,002 50	1,421 29	74
Colorado Springs.....	2	13,580 65	2,600	2,800 00	26 40	12 10	.....	5,438 50	8,142 15	40
Del Norte.....	3	2,633 69	1,475	462 50	.....	.....	.....	1,937 50	696 19	73
Denver.....	1	135,800 58	3,425	20,131 79	3,046 45	1,119 20	\$15,007 24	42,729 68	93,070 90	31
Durango.....	2	5,386 82	2,075	1,500 00	9 25	5 65	.....	3,589 90	1,796 92	66
Fort Collins.....	3	5,218 38	1,800	300 00	.....	.....	.....	2,100 00	3,118 38	40
Georgetown.....	2	5,136 57	2,025	1,155 00	164 25	.....	.....	3,344 25	1,792 32	65
Golden.....	3	4,075 15	1,825	450 00	100 00	.....	.....	2,375 00	1,700 15	58
Greeley.....	3	6,763 37	1,875	474 01	.....	.....	.....	2,349 01	4,414 36	35
Gunnison.....	2	7,430 66	2,150	1,200 00	.....	.....	.....	3,350 00	4,080 66	45
Idaho Springs.....	3	3,502 27	1,600	150 00	.....	.....	.....	1,750 00	1,752 27	50
Kokomo.....	3	1,123 65	1,300	.....	.....	.....	.....	1,300 00	.....	116
Lake City.....	3	2,154 08	1,500	665 00	.....	.....	.....	2,165 00	.....	101
Leadville.....	2	28,329 53	2,850	8,000 00	2,545 12	244 30	3,613 75	17,253 17	11,076 36	61
Longmont.....	3	4,075 00	1,725	300 00	.....	.....	.....	2,025 00	2,050 00	50
Ouray.....	3	3,317 67	1,500	474 91	.....	.....	.....	1,974 91	1,342 76	60
Pitkin.....	3	1,720 72	1,250	.....	.....	.....	.....	1,250 00	470 72	73
Pueblo.....	2	14,044 80	2,575	2,900 00	1,030 00	69 80	.....	6,574 80	7,470 00	47
Rico.....	3	1,827 47	1,575	100 00	.....	.....	.....	1,675 00	152 47	92
Salida.....	3	4,504 15	1,500	400 00	.....	.....	.....	1,900 00	2,604 15	40
Silver Cliff.....	3	2,813 07	1,725	1,002 80	.....	.....	.....	2,727 80	85 27	96
Silverton.....	3	5,620 08	1,775	383 02	.....	.....	.....	2,158 02	3,462 06	39
South Pueblo.....	2	9,670 73	2,425	1,642 00	583 91	.....	.....	4,650 91	5,019 82	48
Trinidad.....	3	5,993 51	1,975	460 00	.....	.....	.....	2,435 00	3,558 51	41
Total.....	.....	303,769 02	57,500	51,007 68	7,937 44	1,625 40	18,620 99	136,691 51	167,264 78	40

CONNECTICUT.

Ansonia	2	\$9,761 92	2,250	\$806 50	\$584 73				\$3,641 23	\$6,120 69	37
Birmingham	2	10,131 95	2,350	1,000 00	581 00				3,931 00	6,200 95	39
Branford	3	2,829 60	1,375						1,375 00	1,454 60	49
Bridgeport	1	52,290 28	3,150	7,671 04	3,280 61	\$174 59	\$8,127 39		22,403 63	29,886 65	43
Bristol	3	6,132 81	1,900						1,900 00	4,232 81	31
Collinsville	3	2,531 67	1,350						1,350 00	1,181 67	53
Danbury	2	14,325 83	2,500	2,233 00	460 00	80 82			5,273 82	9,052 01	37
Danielsonville	3	4,326 56	1,625	324 00					1,949 00	2,377 56	45
Deep River	3	2,510 54	1,200						1,200 00	1,310 54	48
Derby	3	1,941 01	1,200						1,200 00	741 01	61
Essex	3	2,759 91	1,425	150 00					1,575 00	1,184 91	57
Greenville	3	2,247 39	1,150						1,150 00	1,097 39	51
Greenwich	3	3,469 42	1,425	100 00					1,525 00	1,944 42	44
Guilford	3	2,228 30	1,225						1,225 00	1,003 30	55
Hartford*	1	128,487 87	3,425	19,801 05		162 72	14,492 04		37,880 81	90,607 06	18
Litchfield	3	3,674 53	1,550						1,550 00	2,124 53	42
Meridian	2	28,108 17	2,750	2,399 00	1,430 39	8 25	3,292 35		9,879 99	18,228 18	23
Middletown*	2	20,315 38	2,575	2,057 83		38 70			4,671 53	15,643 85	23
Milford	3	2,857 86	1,425						1,425 00	1,432 86	50
Mystic Bridge	3	2,686 62	1,325						1,325 00	1,361 62	49
Naugatuck	3	4,178 78	1,650						1,650 00	2,528 78	39
New Britain	2	19,714 54	2,650	2,644 66	907 97	21 43			6,224 06	13,490 48	32
New Canaan	3	2,287 49	1,200						1,200 00	1,087 49	52
New Hartford	3	1,997 95	1,125						1,125 00	872 95	56
New Haven	1	110,538 39	3,325	19,995 84		388 81	18,519 30		42,228 95	68,309 44	38
New London	2	19,406 34	2,575	3,239 00	1,662 00	139 97			7,615 97	11,790 37	39
New Milford	3	3,982 64	1,625	200 00					1,825 00	2,157 64	46
Norwalk	2	8,803 55	2,125	775 00	436 30				3,336 30	5,467 25	38
Norwich	2	25,484 84	2,750	3,500 00	1,557 40	29 62			7,837 02	17,647 82	31
Plainville	3	2,456 14	1,325						1,325 00	1,131 14	54
Plantville	3	2,443 39	1,200						1,200 00	1,243 39	49
Portland	3	4,128 99	1,625						1,625 00	2,503 99	39
Putnam	3	5,205 21	1,725	470 33					2,195 33	3,009 88	42
Rockville	3	6,386 65	1,925						1,925 00	4,461 65	30
Seymour	3	2,564 01	1,300						1,300 00	1,264 01	51
Southington	3	4,008 66	1,600						1,600 00	2,408 66	40
South Manchester	3	3,696 32	1,525						1,525 00	2,171 32	41
South Norwalk	2	8,324 22	2,075	785 00	248 50				3,108 50	5,215 72	37
Stafford Springs	3	3,408 00	1,425	200 00					1,625 00	1,783 00	48
Stamford	2	15,718 23	2,450	1,550 00	215 00	7 00			4,222 00	11,496 23	27
Stonington	3	3,100 82	1,500						1,500 00	1,600 82	48
Thomaston	3	3,655 87	1,600						1,600 00	2,055 87	45
Thompsonville	3	3,203 38	1,500						1,500 00	1,703 38	47
Torrington	3	5,521 72	1,850	565 00	66 00				2,481 00	3,040 72	45
Unionville	3	3,187 90	1,525						1,525 00	1,662 90	48
Wallingford	3	7,067 55	1,775	100 00					1,875 00	5,192 55	27
Waterbury	2	29,578 41	2,750	5,000 00	1,977 85	22 40			9,750 25	19,828 16	36

* In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

CONNECTICUT—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Westport	3	\$2,171 15	\$1,100	.....	.....	.....	.....	\$1,100 00	\$1,071 15	51
Westville	3	1,997 78	1,100	.....	.....	.....	.....	1,100 00	897 78	55
West Winsted	3	4,906 02	1,700	.....	.....	.....	.....	1,700 00	3,206 02	35
Willimantic	2	8,888 50	2,300	\$1,732 61	\$164 00	.....	.....	4,196 61	4,691 89	47
Windsor Locks	3	3,261 28	1,500	.....	.....	.....	.....	1,500 00	1,761 28	46
Winsted*	3	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	.....	634,892 34	94,575	77,299 86	13,571 75	\$1,074 31	\$44,431 08	230,952 00	403,940 34	36

* Returns for second quarter, 1884, are delinquent.

DAKOTA.

Aberdeen	3	\$7,208 20	\$1,675	\$577 22	.....	.....	.....	\$2,252 22	\$4,955 98	31
Bismarck	2	10,299 63	2,050	1,800 00	\$735 00	\$33 52	.....	4,618 52	5,681 11	45
Canton	3	2,962 22	1,375	233 33	.....	.....	.....	1,608 33	1,353 89	58
Cassellton	3	3,288 00	1,550	.....	.....	.....	.....	1,550 00	1,738 00	47
Central City	3	1,614 77	1,125	.....	.....	.....	.....	1,125 00	489 77	70
Chamberlain	3	2,957 90	1,075	375 00	.....	.....	.....	1,450 00	1,507 90	49
Deadwood	2	6,189 96	2,100	2,000 00	355 00	.....	.....	4,455 00	1,734 96	71
Dell Rapids	3	1,731 48	1,000	100 00	.....	.....	.....	1,100 00	631 48	64
Fargo	2	24,133 92	2,725	5,705 97	1,304 00	270 90	.....	10,005 87	14,128 05	41
Grafton	3	4,075 07	1,500	150 00	.....	.....	.....	1,650 00	2,425 07	40
Grand Forks	2	10,414 03	2,225	1,095 00	330 40	100 00	.....	3,750 40	6,663 63	36
Huron	3	10,851 04	1,875	1,159 85	59 10	1 00	.....	3,094 95	7,756 09	29
Jamestown	3	8,128 32	1,900	1,444 16	.....	.....	.....	3,344 16	4,784 16	41
Larimore	3	3,249 10	1,625	400 00	.....	.....	.....	2,025 00	1,224 10	62
Lead City	3	2,381 83	1,300	.....	.....	.....	.....	1,300 00	1,081 83	55
Mandan	3	4,068 21	1,075	.....	.....	.....	.....	1,075 00	2,993 21	26
Mayville	3	2,012 89	1,125	.....	.....	.....	.....	1,125 00	887 89	56
Millbank	3	3,570 22	1,425	200 00	.....	.....	.....	1,625 00	1,945 22	45
Mitchell	3	6,580 54	1,625	277 32	.....	.....	.....	1,902 32	4,678 22	20
Parker	3	2,683 43	1,075	212 49	.....	75	.....	1,288 24	1,395 19	48
Pembina	3	2,087 93	1,375	99 82	.....	.....	.....	1,474 82	613 11	41
Rapid City	3	2,522 20	1,150	200 00	.....	.....	.....	1,350 00	1,172 20	54
Sioux Falls	2	10,238 54	2,100	887 50	767 11	15 00	.....	3,769 61	6,468 93	37
Valley City	3	2,894 39	1,450	.....	.....	.....	.....	1,450 00	1,444 39	50
Vermillion	3	2,123 84	1,200	270 00	.....	.....	.....	1,470 00	653 84	69
Wahpeton	3	4,352 63	1,525	99 82	.....	.....	.....	1,624 82	2,727 81	37

Watertown	3	4, 614 80	1, 600	275 00	.....	.....	1, 875 00	2, 739 80	41
Yankton	3	7, 599 84	1, 975	1, 778 00	.....	.....	3, 867 97	3, 731 87	51
Total .....	.....	154, 834 93	43, 800	19, 340 48	.....	.....	67, 227 23	87, 607 70	43

DELAWARE.

Dover	3	\$5, 502 55	\$1, 775	.....	.....	.....	\$1, 775 00	\$3, 727 55	32
Middletown	3	2, 725 21	1, 350	\$150 00	.....	.....	1, 500 00	1, 225 21	55
Milford	3	3, 259 45	1, 475	.....	.....	.....	1, 475 00	1, 784 45	45
Newark	3	2, 363 51	1, 100	200 00	.....	.....	1, 300 00	1, 063 51	55
New Castle	3	2, 194 78	1, 200	50 00	.....	.....	1, 250 00	1, 944 78	57
Smyrna	3	3, 299 87	1, 525	.....	.....	.....	1, 525 00	1, 774 87	46
Wilmington*	2	46, 731 16	3, 000	7, 800 00	.....	.....	20, 833 87	25, 897 29	45
Total .....	.....	66, 076 53	11, 425	8, 200 00	.....	.....	29, 658 87	36, 417 66	45

* In public building; no rent paid.

DISTRICT OF COLUMBIA.

Washington	1	\$279, 927 26	\$5, 000	\$148, 574 63	\$10, 762 45	\$13, 382 12	\$64, 863 97	\$242, 583 17	\$37, 344 09	*87
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* Includes \$10,792.65 expenses of mail-bag repair depot.

FLORIDA.

Cedar Keys	3	\$2, 594 97	\$1, 325	\$180 00				\$1, 505 00	\$1, 089 97	58
Fernandina	3	4, 183 30	1, 625	200 00	.....	.....	.....	1, 825 00	2, 358 30	44
Gainesville	3	4, 431 98	1, 525	616 30	.....	.....	.....	2, 142 80	2, 289 18	48
Jacksonville	2	33, 187 29	2, 825	5, 289 37	\$1, 450 00	.....	.....	13, 099 57	20, 087 72	39
Key West	3	4, 414 16	1, 550	500 00	.....	.....	.....	2, 181 74	2, 232 42	49
Ocala	3	4, 058 24	1, 350	175 00	.....	.....	.....	1, 525 00	2, 533 24	38
Orlando	3	4, 047 75	1, 375	300 00	.....	.....	.....	1, 675 00	2, 372 75	41
Palatka	3	6, 940 15	1, 775	330 50	.....	.....	.....	2, 105 50	4, 834 65	30
Pensacola	2	10, 104 69	2, 250	1, 183 21	900 00	.....	.....	4, 370 49	5, 734 20	43
Saint Augustine	3	5, 275 82	1, 600	342 79	.....	.....	.....	1, 942 79	3, 333 03	37
Sanford	3	4, 560 76	1, 450	400 00	.....	.....	.....	1, 879 93	2, 689 83	41
Tallahassee	3	4, 710 59	1, 675	540 00	.....	.....	.....	2, 215 75	2, 494 84	47
Tampa	3	3, 438 54	1, 100	519 77	.....	.....	.....	1, 619 77	1, 818 77	47
Total .....	.....	91, 957 24	21, 425	10, 576 94	2, 350 00	356 05	3 380 35	38, 088 34	53, 868 90	41

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

GEORGIA.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Albany	3	\$4,644 70	\$1,725	\$500 00	.....	.....	.....	\$2,225 00	\$2,419 70	48
Americus	3	4,479 95	1,650	900 00	.....	.....	.....	2,550 00	1,929 95	57
Athens	2	7,611 51	2,000	650 00	\$132 86	\$68 75	.....	2,851 61	4,759 90	37
Atlanta*	1	100,064 39	3,225	14,171 47	.....	373 03	\$12,382 55	30,152 05	69,912 34	30
Augusta	2	33,594 32	2,925	4,963 79	1,677 43	157 39	6,615 58	16,339 19	17,255 13	71
Bainbridge	3	1,980 89	1,300	397 41	.....	.....	.....	1,697 41	283 48	85
Brunswick	3	5,207 26	1,700	400 00	.....	20	.....	2,100 20	3,107 06	40
Cartersville	3	2,905 07	1,425	200 00	.....	.....	.....	1,625 00	1,280 07	56
Columbus	2	17,060 35	2,550	2,165 79	1,137 25	20 05	.....	5,873 09	11,187 26	34
Cuthbert	3	3,843 25	1,500	90 00	.....	.....	.....	1,590 00	2,253 25	41
Dalton	3	3,237 55	1,525	199 94	.....	.....	.....	1,724 94	1,512 61	53
Darien	3	1,936 44	1,150	100 00	.....	.....	.....	1,250 00	686 44	65
Forsyth	3	1,484 89	1,050	150 00	.....	.....	.....	1,200 00	284 89	81
Gainesville	3	3,622 72	1,525	860 00	.....	.....	.....	2,385 00	1,237 72	66
Griffin	3	4,011 84	1,650	270 00	.....	.....	.....	1,920 00	2,091 84	48
Hawkinsville	3	2,260 86	1,200	.....	.....	.....	.....	1,200 00	1,060 86	53
La Grange	3	2,745 65	1,400	100 00	.....	.....	.....	1,500 00	1,245 65	55
Macon	2	29,851 09	2,775	4,691 00	1,265 85	47 95	4,800 70	13,580 50	16,270 59	46
Madison	3	3,488 13	1,425	.....	.....	.....	.....	1,425 00	2,063 13	41
Marietta	3	3,821 99	1,625	500 00	.....	.....	.....	2,125 00	1,696 99	56
Milledgeville	3	2,890 41	1,450	.....	.....	.....	.....	1,450 00	1,440 41	50
Newman	3	2,863 31	1,425	.....	.....	.....	.....	1,425 00	1,438 31	49
Rome	2	10,882 80	2,275	1,321 00	789 40	31 27	.....	4,416 67	6,466 13	41
Sandersville	3	1,193 17	1,025	.....	.....	.....	.....	1,025 00	168 17	86
Savannah	1	62,852 70	3,150	9,173 15	2,911 48	272 81	6,587 75	22,095 19	40,757 51	35
Thomasville	3	4,658 17	1,700	75 00	.....	.....	.....	1,775 00	2,883 17	38
Washington	3	2,829 97	1,350	125 00	.....	.....	.....	1,475 00	1,354 97	52
West Point	3	2,151 51	1,100	243 00	.....	.....	.....	1,343 00	808 51	62
Total		328,174 89	48,800	42,246 55	7,914 27	971 45	30,386 58	130,318 85	197,856 04	39

* In public building; no rent paid.

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Bellevue	3	\$2,384 89	\$1,325	\$600 00				\$1,925 00	\$459 89	81
Boisé City	2	6,179 16	2,000	1,375 00	\$67 00			3,442 00	2,737 16	56
Lewiston	3	2,443 59	1,125	350 00	.....	.....	.....	1,475 00	968 59	60
Total .....	.....	11,007 64	4,450	2,325 00	67 00	.....	.....	6,842 00	4,165 64	62

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

ILLINOIS—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Elmhurst.....	3	\$2,333 11	\$1,125	.....	.....	.....	.....	\$1,125 00	\$1,208 11	48
Elmwood.....	3	2,029 83	1,200	.....	.....	.....	.....	1,200 00	1,829 83	59
El Paso.....	3	2,840 90	1,425	\$96 66	.....	.....	.....	1,521 66	1,319 24	54
Englewood.....	2	10,043 58	2,175	947 00	\$136 66	\$11 72	.....	3,270 38	6,773 20	33
Eureka.....	3	2,163 80	1,100	.....	.....	.....	.....	1,100 00	1,063 80	51
Evanston.....	2	12,147 70	2,150	1,000 00	660 00	.....	.....	3,810 00	8,337 70	31
Fairbury.....	3	3,530 62	1,550	.....	1 30	.....	.....	1,551 30	1,979 32	44
Fairfield.....	3	2,934 01	1,350	.....	.....	.....	.....	1,350 00	1,584 01	46
Farmer City.....	3	2,408 29	1,225	.....	.....	.....	.....	1,225 00	1,183 29	51
Farmington.....	3	1,765 59	1,125	.....	.....	.....	.....	1,125 00	640 59	64
Flora.....	3	2,360 38	1,225	100 00	.....	.....	.....	1,325 00	1,035 38	56
Forreston.....	3	1,774 99	1,025	225 00	.....	.....	.....	1,250 00	524 99	70
Freeport.....	2	19,791 66	2,575	2,173 33	214 33	15 00	.....	4,977 66	14,814 00	25
Fulton.....	3	2,380 06	1,200	162 00	.....	.....	.....	1,362 00	1,018 06	57
Galena.....	3	7,398 73	2,000	810 00	.....	64 60	.....	2,874 60	4,524 13	39
Galesburg.....	2	22,738 18	2,675	3,000 00	1,099 00	192 78	\$3,485 03	10,451 81	12,286 37	46
Galva.....	3	4,049 86	1,650	175 00	.....	.....	.....	1,825 00	2,224 86	45
Geneseo.....	3	6,071 32	1,975	475 00	.....	.....	.....	2,450 00	3,621 32	40
Geneva.....	3	2,417 78	1,225	.....	.....	.....	.....	1,225 00	1,192 78	51
Gibson City.....	3	2,624 66	1,300	75 00	.....	.....	.....	1,375 00	1,249 66	52
Gilman.....	3	1,954 05	1,100	.....	.....	.....	.....	1,100 00	854 05	56
Girard.....	3	1,990 94	1,100	25 00	.....	.....	.....	1,125 00	865 94	57
Greenville.....	3	3,581 85	1,525	275 00	.....	.....	.....	1,800 00	1,781 85	50
Griggsville.....	3	2,068 50	1,200	.....	.....	.....	.....	1,200 00	868 50	58
Harvard.....	3	2,807 58	1,400	90 00	.....	.....	.....	1,490 00	1,317 58	53
Havana.....	3	3,102 77	1,450	150 00	.....	.....	.....	1,600 00	1,502 77	51
Havelock.....	3	2,323 41	1,150	.....	.....	.....	.....	1,150 00	1,173 41	50
Henry.....	3	3,878 42	1,575	.....	.....	.....	.....	1,575 00	2,303 42	41
Highland.....	3	2,300 61	1,100	.....	.....	.....	.....	1,100 00	1,200 61	58
Hillsborough.....	3	3,045 50	1,550	150 00	.....	.....	.....	1,700 00	1,345 50	56
Hooperstown.....	3	2,669 65	1,425	100 00	.....	.....	.....	1,525 00	1,144 65	57
Hyde Park.....	3	3,737 35	1,550	.....	.....	.....	.....	1,550 00	2,187 35	42
Jacksonville.....	2	16,413 83	2,575	2,500 00	574 00	42 04	.....	5,691 04	10,722 79	35
Jerseyville.....	3	5,204 79	1,800	460 00	.....	.....	.....	2,260 00	2,944 79	43
Joliet.....	3	19,168 26	2,575	2,999 99	767 00	141 80	.....	6,483 79	12,684 47	34
Kankakee.....	2	7,701 52	2,050	851 25	210 00	.....	.....	3,111 25	4,590 27	40
Kewanee.....	3	7,653 52	1,800	200 00	.....	.....	.....	2,000 00	5,653 52	26
Knoxville.....	3	2,500 89	1,350	.....	.....	.....	.....	1,350 00	1,150 89	54
Lacon.....	3	2,652 36	1,325	.....	.....	.....	.....	1,325 00	1,327 36	46
Lake Forest.....	3	2,412 91	1,300	.....	.....	.....	.....	1,300 00	1,112 91	54
Lanark.....	3	3,424 00	1,550	.....	.....	.....	.....	1,550 00	1,874 00	45

* In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1884*—Continued.
ILLINOIS—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Pontiac.....	3	\$4,761 95	\$1,725	.....	.....	.....	.....	\$1,725 00	\$3,036 95	36
Princeton.....	2	7,579 91	2,000	\$625 00	\$238 69	.....	.....	2,863 69	4,716 22	88
Princeville.....	3	983 55	1,150	.....	.....	.....	.....	1,150 00	.....	118
Pullman.....	3	5,883 83	1,500	250 00	.....	.....	.....	1,750 00	4,133 83	30
Quincy.....	1	39,688 79	3,000	6,500 00	2,174 18	\$124 18	\$7,349 17	19,147 53	20,541 26	48
Rochelle*.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rock Falls.....	3	3,737 40	1,475	76 00	.....	.....	.....	1,551 00	2,186 40	42
Rockford.....	3	42,234 28	2,925	3,125 00	1,370 47	.....	5,335 26	12,755 73	29,478 55	30
Rock Island.....	3	16,096 42	2,500	4,200 00	1,742 05	59 90	.....	8,501 95	7,594 47	53
Roodhouse.....	3	2,093 48	1,125	100 30	.....	.....	.....	1,225 00	868 48	59
Rushville.....	3	3,135 17	1,400	400 00	.....	.....	.....	1,800 00	1,335 17	38
Saint Charles.....	3	1,793 71	1,000	190 50	.....	.....	.....	1,190 50	603 21	66
Salem.....	3	2,355 19	1,225	187 50	.....	.....	.....	1,412 50	942 69	60
Sandwich.....	3	4,840 21	1,775	.....	.....	.....	.....	1,775 00	3,065 21	36
Savanna.....	3	2,264 55	1,125	250 00	.....	.....	.....	1,375 00	889 55	60
Shawneetown.....	3	2,289 69	1,200	517 50	.....	.....	.....	1,717 50	572 19	75
Shelbyville.....	3	4,693 39	1,775	43 70	.....	.....	.....	1,818 70	2,874 69	39
Sheldon.....	3	1,887 16	1,100	.....	.....	.....	.....	1,100 00	787 16	58
South Chicago.....	3	5,026 25	1,750	150 00	.....	.....	.....	1,900 00	3,126 25	38
Sparta.....	3	2,687 22	1,400	.....	.....	.....	.....	1,400 00	1,287 22	52
Springfield*.....	2	32,983 04	2,925	6,084 00	.....	129 20	7,153 15	16,291 35	16,691 69	49
Sterling.....	2	10,681 64	2,275	1,062 00	813 42	.....	.....	4,150 42	6,531 22	39
Streator.....	2	8,939 60	2,150	1,125 00	536 50	65 00	.....	3,876 50	5,063 10	43
Sullivan.....	3	2,112 57	1,100	200 00	.....	.....	.....	1,300 00	812 57	62
Sycamore.....	3	5,871 78	1,950	180 00	.....	.....	.....	2,130 00	3,741 78	36
Taylorville.....	3	3,858 07	1,625	150 00	.....	.....	.....	1,775 00	2,083 07	46
Toulon.....	3	1,915 27	1,100	.....	.....	.....	.....	1,100 00	815 27	57
Tuscola.....	3	3,477 84	1,525	187 50	.....	.....	.....	1,712 50	1,765 34	49
Urbana.....	3	3,575 60	1,575	716 84	.....	.....	.....	2,291 84	1,283 76	61
Vandalia.....	3	3,569 55	1,525	.....	.....	.....	.....	1,525 00	2,044 55	43
Viriden.....	3	2,543 53	1,325	.....	.....	.....	.....	1,325 00	1,218 53	52
Virginia.....	3	2,662 35	1,350	122 00	.....	.....	.....	1,472 00	1,190 35	55
Warren.....	3	2,479 02	1,400	150 00	.....	.....	.....	1,550 00	929 02	63
Warsaw.....	3	2,585 44	1,475	400 00	.....	.....	.....	1,875 00	710 44	72
Washington.....	3	2,609 33	1,300	.....	.....	.....	.....	1,300 00	1,309 33	50
Watscka.....	3	3,015 99	1,450	.....	.....	.....	.....	1,450 00	1,565 99	48
Waukegan.....	3	6,083 72	1,875	350 00	75 00	.....	.....	2,300 00	3,783 72	38
Waverly.....	3	2,069 04	1,125	.....	.....	.....	.....	1,125 00	944 04	54
Wenona.....	3	2,275 19	1,200	300 00	.....	.....	.....	1,500 00	775 19	66
Wheaton.....	3	2,045 63	1,350	.....	.....	.....	.....	1,350 00	695 63	66
White Hall.....	3	2,995 56	1,425	.....	.....	.....	.....	1,425 00	1,570 56	48

* In public building; no rent paid.

Wilmington	3	2,475 61	1,450	.....	.....	.....	.....	1,450 00	1,025 61	59
Winchester	3	2,139 95	1,200	.....	.....	.....	.....	1,200 00	939 95	56
Woodstock	3	3,347 25	1,550	.....	.....	.....	.....	1,550 00	1,797 25	46
Total .....	.....	3,004,813 67	301,150	485,867 93	29,929 55	18,229 86	288,166 65	1,123,343 99	1,881,469 68	37

* Returns from April 1 to May 21 are delinquent.

INDIANA.

Anderson	3	\$5,704 21	\$1,850	\$720 00	\$53 75	.....	.....	\$2,623 75	\$3,080 46	46
Angola	3	2,604 59	1,325	.....	.....	.....	.....	1,325 00	1,279 59	51
Attica	3	3,030 55	1,425	175 00	.....	.....	.....	1,600 00	1,430 55	53
Auburn	3	2,935 29	1,400	100 00	.....	.....	.....	1,500 00	1,435 29	51
Aurora	3	4,344 75	1,750	300 00	.....	.....	.....	2,050 00	2,294 75	47
Bedford	3	3,105 07	1,450	150 50	.....	.....	.....	1,600 50	1,504 57	52
Bloomington	3	4,751 12	1,725	400 00	.....	.....	.....	2,125 00	2,626 12	45
Bluffton	3	3,598 10	1,625	200 00	.....	.....	.....	1,825 00	1,773 10	51
Brazil	3	3,885 84	1,600	.....	.....	.....	.....	1,600 00	2,285 84	41
Butler	3	2,169 54	1,175	90 00	.....	.....	.....	1,265 00	904 54	58
Cambridge City	3	2,176 25	1,250	243 00	.....	.....	.....	1,493 00	683 25	69
Columbia City	3	3,806 28	1,525	.....	.....	.....	.....	1,525 00	2,281 28	40
Columbus	3	7,862 14	1,925	398 25	.....	.....	.....	2,323 25	5,538 89	30
Connersville	3	6,629 94	1,825	324 00	.....	.....	.....	2,149 00	4,480 94	32
Covington	3	1,960 74	1,225	216 66	.....	.....	.....	1,441 66	519 08	74
Crawfordsville	2	9,027 34	2,125	1,200 00	354 20	.....	.....	3,679 20	5,348 14	41
Crown Point	3	2,228 50	1,300	25 00	.....	.....	.....	1,325 00	903 50	59
Danville	3	3,921 89	1,550	150 00	.....	.....	.....	1,700 00	2,221 89	43
Decatur	3	2,579 33	1,425	250 00	.....	.....	.....	1,675 00	904 33	65
Delphi	3	3,539 38	1,525	200 00	.....	.....	.....	1,725 00	1,814 38	49
Edinburgh	3	2,215 93	1,225	.....	.....	.....	.....	1,225 00	990 93	55
Elkhart	2	12,762 92	2,450	2,091 61	526 00	.....	.....	5,067 61	7,695 31	32
Evansville*	1	37,507 05	3,000	7,180 40	.....	\$170 68	\$8,136 24	18,487 32	19,019 73	49
Fort Wayne	2	34,915 80	2,925	5,239 83	1,481 57	104 56	7,561 54	17,312 50	17,603 30	50
Fowler	3	1,961 45	1,125	.....	.....	.....	.....	1,125 00	836 45	57
Frankfort	3	5,401 10	1,675	400 00	.....	.....	.....	2,075 00	3,326 10	38
Franklin	3	3,860 04	1,525	.....	.....	.....	.....	1,525 00	2,335 04	40
Goshen	2	9,628 93	2,200	750 00	145 00	.....	.....	3,095 00	6,533 93	32
Green Castle	3	6,875 95	1,950	686 50	22 50	.....	.....	2,659 00	4,216 95	38
Greenfield	3	2,393 80	1,200	.....	.....	.....	.....	1,200 00	1,193 80	50
Greensburg	3	4,866 19	1,725	243 00	.....	.....	.....	1,968 00	2,898 19	40
Hartford City	3	2,046 33	1,100	150 00	.....	.....	.....	1,250 00	796 33	61
Huntington	3	6,623 68	1,850	600 00	.....	.....	.....	2,450 00	4,173 68	37
Indianapolis*	1	183,097 82	3,450	30,932 85	.....	7,140 97	32,502 31	74,026 13	109,071 69	40
Jeffersonville	2	6,571 54	2,025	999 46	248 79	21 75	.....	3,295 00	3,276 54	50
Kendallville	3	3,896 44	1,600	243 00	.....	.....	.....	1,843 00	2,053 44	47
Knightstown	3	2,627 03	1,300	.....	.....	.....	.....	1,300 00	1,327 03	49
Kokomo	3	6,987 67	1,875	800 00	.....	.....	.....	2,675 00	4,312 67	38
La Fayette	2	24,798 59	2,775	4,200 00	1,733 04	3 70	4,887 50	13,599 24	11,199 35	50

* In public building; no rent paid.

† Includes \$6,693.83 expenses of mail-bag repair depot.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

INDIANA—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Per cent. expense to gross receipts.
Lagrange.....	3	\$2,838 57	\$1,400	.....	.....	.....	.....	\$1,438 57	49
La Porte.....	2	10,375 24	2,225	\$1,006 00	\$893 00	.....	.....	4,124 00	40
Lawrenceburgh.....	3	3,547 83	1,600	324 00	.....	.....	.....	1,924 00	54
Lebanon.....	3	3,148 70	1,450	100 00	.....	.....	.....	1,550 00	49
Liberty.....	3	2,613 48	1,200	76 00	.....	.....	.....	1,276 00	49
Ligonier.....	3	3,233 28	1,525	.....	.....	.....	.....	1,525 00	47
Logansport.....	2	13,942 06	2,500	2,259 73	846 00	\$12 50	.....	5,618 23	40
Madison.....	2	8,730 79	2,175	1,172 50	265 00	10 15	.....	3,622 65	41
Marion.....	3	6,037 82	1,850	765 00	.....	.....	.....	2,615 00	43
Martinsville.....	3	2,312 19	1,300	200 00	.....	.....	.....	1,500 00	65
Michigan City.....	2	7,386 50	2,100	765 94	481 64	.....	.....	3,347 58	45
Mishawaka.....	3	3,343 17	1,600	.....	.....	.....	.....	1,600 00	47
Mitchell.....	3	2,158 56	1,100	150 00	.....	.....	.....	1,250 00	58
Monticello.....	3	2,581 81	1,325	100 00	.....	.....	.....	1,425 00	55
Mount Vernon.....	3	3,472 32	1,525	100 00	.....	.....	.....	1,625 00	47
Muncie.....	3	6,769 40	1,950	637 50	63 96	.....	.....	2,651 46	39
New Albany.....	2	12,301 55	2,325	2,270 00	618 00	81 25	.....	5,294 25	43
New Castle.....	3	4,279 37	1,625	264 38	.....	.....	.....	1,889 38	44
Noblesville.....	3	3,330 99	1,400	.....	.....	.....	.....	1,400 00	42
North Manchester.....	3	2,542 65	1,300	99 80	.....	.....	.....	1,399 80	55
North Vernon.....	3	2,359 45	1,125	243 00	.....	.....	.....	1,368 00	59
Notre Dame.....	3	3,983 03	1,550	.....	.....	.....	.....	1,550 00	39
Peru.....	2	8,009 79	2,050	796 73	595 87	.....	.....	3,442 60	43
Plymouth.....	3	4,294 78	1,625	.....	.....	.....	.....	1,625 00	36
Portland.....	3	3,973 56	1,500	325 00	.....	.....	.....	1,825 00	46
Princeton.....	3	3,271 25	1,575	145 00	.....	.....	.....	1,720 00	53
Rensselaer.....	3	2,095 31	1,200	.....	.....	.....	.....	1,200 00	57
Richmond.....	2	26,034 06	2,650	3,403 22	970 00	121 65	\$5,277 31	12,422 18	48
Rochester.....	3	3,515 98	1,525	190 50	.....	.....	.....	1,715 50	49
Rockport.....	3	2,379 50	1,300	90 00	.....	.....	.....	1,390 00	54
Rockville.....	3	2,666 39	1,350	162 00	.....	.....	.....	1,512 00	57
Rushville.....	3	5,680 91	1,725	200 00	.....	.....	.....	1,925 00	34
Seymour.....	3	4,992 55	1,775	190 50	.....	.....	.....	1,965 50	39
Shelbyville.....	3	5,424 10	1,725	243 00	.....	.....	.....	1,968 00	36
South Bend.....	2	22,480 38	2,600	2,750 00	1,049 00	63 66	4,580 30	11,042 96	49
Spencer.....	3	1,988 77	1,100	38 00	.....	.....	.....	1,138 00	57
Sullivan.....	3	2,695 22	1,425	117 50	.....	.....	.....	1,542 50	57
Terre Haute.....	2	33,579 91	2,925	6,300 00	1,479 70	201 64	6,884 31	17,790 65	53
Union City.....	3	4,763 00	1,675	243 00	.....	.....	.....	1,918 00	42
Valparaiso.....	2	9,794 82	2,350	1,057 50	265 00	55 00	.....	3,727 50	38
Vevay.....	3	2,444 24	1,300	362 50	.....	.....	.....	1,602 50	68

Vincennes.....	2	10,700 41	2,375	1,699 92	78 82	.....	4,153 74	6,546 67	30
Wabash.....	3	6,444 78	1,850	720 00	.....	.....	2,570 00	3,874 78	40
Warsaw.....	3	5,268 72	1,800	225 00	.....	.....	2,025 00	3,243 72	38
Washington.....	3	4,346 37	1,625	38 00	.....	40	1,663 40	2,682 97	38
Waterloo.....	3	1,919 39	1,125	.....	.....	.....	1,125 00	794 39	59
Winchester.....	3	3,552 03	1,575	240 00	.....	.....	1,815 00	1,737 03	51
Winamac.....	3	1,973 49	1,100	.....	.....	.....	1,100 00	873 49	56
Total.....	.....	734,477 58	148,950	89,730 28	12,170 84	7,987 91	328,668 54	405,809 04	45

IOWA.

Ackley.....	3	\$2,767 47	\$1,450	\$187 50	.....	.....	\$1,637 50	\$1,129 97	59
Afton.....	3	2,342 85	1,325	100 00	.....	.....	1,425 00	917 85	61
Albia.....	3	3,920 20	1,650	350 00	.....	.....	2,000 00	1,920 20	51
Algona.....	3	3,781 24	1,575	243 00	.....	.....	1,818 00	1,963 24	48
Ames.....	3	3,523 52	1,500	58 33	.....	.....	1,558 33	1,965 19	44
Anamosa.....	3	4,677 37	1,725	300 00	.....	.....	2,025 00	2,652 37	43
Atlantic.....	2	8,142 77	2,125	1,050 00	\$600 00	.....	3,775 00	4,367 77	46
Audubon.....	3	3,564 83	1,500	100 00	.....	.....	1,600 00	1,964 83	44
Avoca.....	3	3,656 42	1,575	300 00	.....	.....	1,875 00	1,781 42	51
Bedford.....	3	3,973 32	1,650	300 00	.....	.....	1,950 00	2,023 32	50
Belle Plaine.....	3	2,827 60	1,325	.....	.....	.....	1,325 00	1,502 60	47
Bloomfield.....	3	3,100 09	1,550	250 00	.....	.....	1,800 00	1,300 09	58
Boone.....	3	6,735 66	1,950	600 00	52 40	.....	2,602 40	4,133 26	39
Brooklyn.....	3	2,384 42	1,300	.....	.....	.....	1,300 00	1,084 42	54
Burlington.....	1	43,247 04	3,075	6,000 00	2,267 52	\$1,299 61	18,173 97	25,073 07	70
Carroll.....	3	4,508 79	1,700	150 00	.....	.....	1,850 00	2,658 79	41
Cedar Falls.....	3	6,855 84	1,975	400 00	54 75	.....	2,429 75	4,426 09	35
Cedar Rapids.....	1	36,295 61	3,000	3,500 00	1,106 00	5 75	10,707 18	25,588 43	30
Centerville.....	3	4,409 56	1,625	500 00	.....	.....	2,125 00	2,284 56	47
Chariton.....	3	5,390 96	1,850	466 30	63 01	.....	2,379 31	3,011 65	44
Charles City.....	3	5,211 96	1,725	720 00	.....	.....	2,445 00	2,766 96	47
Cherokee.....	3	4,691 11	1,675	100 00	.....	.....	1,775 00	2,916 11	38
Clarion.....	3	1,766 21	1,000	.....	.....	.....	1,000 00	766 21	55
Clarinda.....	3	5,860 10	1,825	920 00	.....	.....	2,745 00	3,115 10	46
Clear Lake.....	3	2,065 72	1,125	.....	.....	.....	1,125 00	940 72	53
Clinton.....	2	15,334 50	2,525	1,500 00	1,013 00	80	5,038 80	10,295 70	33
Columbus Junction.....	3	1,840 98	1,025	.....	.....	.....	1,025 00	815 98	57
Corning.....	3	4,585 77	1,700	350 00	.....	.....	2,050 00	2,535 77	44
Council Bluffs.....	2	34,745 59	2,825	3,652 75	1,204 50	65 05	12,057 04	22,688 55	34
Cresco.....	3	3,672 11	1,550	242 62	.....	.....	1,792 62	1,879 49	48
Creston.....	2	11,750 18	2,275	1,400 00	143 00	.....	3,846 00	7,904 18	32
Davenport.....	1	37,786 65	3,000	5,085 00	1,400 00	115 48	17,267 13	20,519 52	45
Decorah.....	3	6,684 06	1,875	1,000 00	.....	.....	2,875 00	3,809 06	42
Denison.....	3	4,258 57	1,650	237 50	.....	.....	1,887 50	2,371 07	43
Des Moines*.....	1	89,711 16	3,225	9,250 99	167 57	71 91	22,785 80	66,925 36	25
De Witt.....	3	2,756 00	1,450	.....	.....	.....	1,450 00	1,306 00	52
Dubuque.....	1	41,771 76	3,075	5,650 00	.....	236 13	15,321 88	26,449 88	36

* In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

IOWA—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Dunlap	3	\$3,098 73	\$1,450	.....	.....	.....	.....	\$1,450 00	\$1,648 73	47
Eldora	3	3,642 99	1,525	\$125 00	.....	.....	.....	1,650 00	1,992 99	43
Emmetsburgh	3	3,436 56	1,500	100 00	.....	.....	.....	1,600 00	1,836 56	44
Fairfield	3	6,740 21	1,900	700 00	\$300 00	.....	.....	2,900 00	3,840 21	43
Fort Dodge	2	8,589 98	2,075	1,000 00	314 92	.....	.....	3,389 92	5,200 06	39
Fort Madison	3	5,632 31	1,800	366 30	.....	.....	.....	2,166 30	3,466 01	38
Glenwood	3	3,390 14	1,550	76 00	.....	.....	.....	1,626 00	1,764 14	48
Greene	3	1,754 76	1,025	.....	.....	.....	.....	1,025 00	729 76	57
Greenfield	3	2,472 47	1,200	100 00	.....	.....	.....	1,300 00	1,172 47	52
Grennell	2	7,257 39	2,000	442 35	158 02	.....	.....	2,600 37	4,657 02	35
Grundy Centre	3	2,757 68	1,400	180 00	.....	.....	.....	1,580 00	1,177 68	56
Guthrie Centre	3	2,233 35	1,200	300 00	.....	.....	.....	1,500 00	733 35	68
Hamburgh	3	2,922 27	1,475	250 00	.....	.....	.....	1,725 00	1,197 27	62
Hampton	3	3,549 29	1,500	.....	.....	.....	.....	1,500 00	2,049 29	43
Harlan	3	4,677 04	1,725	270 00	.....	.....	.....	1,995 00	2,682 04	42
Humboldt	3	2,396 66	1,200	.....	.....	.....	.....	1,200 00	1,196 66	50
Ida Grove	3	4,294 74	1,675	100 00	.....	.....	.....	1,775 00	2,519 74	41
Independence	3	7,036 75	1,975	500 00	.....	.....	.....	2,475 00	4,561 75	35
Indianola	3	4,383 96	1,625	180 00	.....	.....	.....	1,805 00	2,578 96	41
Iowa City	2	14,351 63	2,500	2,275 00	188 00	\$247 95	.....	5,210 95	9,140 68	37
Iowa Falls	3	3,656 63	1,525	50 00	.....	.....	.....	1,575 00	2,081 63	42
Jefferson	3	3,559 50	1,525	150 00	.....	.....	.....	1,675 00	1,884 50	47
Keokuk	2	22,958 57	2,775	3,562 50	1,257 24	67 35	\$4,156 27	11,818 36	11,140 21	51
Knoxville	3	3,776 14	1,625	1,000 00	.....	.....	.....	2,625 00	1,151 14	68
Lansing	3	2,441 25	1,325	180 00	.....	.....	.....	1,505 00	936 25	62
Le Mars	2	9,623 11	2,075	1,212 36	81 00	.....	.....	3,368 36	6,254 75	35
Leon	3	2,537 72	1,425	190 00	.....	.....	.....	1,615 00	922 72	64
Logan	3	2,223 51	1,200	37 50	.....	.....	.....	1,237 50	986 01	56
Lyons	3	5,019 33	1,725	200 00	.....	.....	.....	1,925 00	3,094 33	38
McGregor	3	5,534 27	1,800	720 00	.....	.....	.....	2,520 00	3,014 27	46
Malvern	3	2,107 90	1,200	300 00	.....	.....	.....	1,500 00	697 90	71
Manchester	3	5,712 45	1,850	475 00	65 85	.....	.....	2,390 85	3,321 60	42
Maquoketa	3	4,731 87	1,700	.....	.....	.....	.....	1,700 00	3,031 87	36
Marengo	3	3,469 94	1,550	180 00	.....	.....	.....	1,730 94	1,739 94	66
Marion	3	4,255 48	1,675	400 00	.....	.....	.....	2,075 00	2,180 48	48
Marshalltown	2	17,935 66	2,575	2,650 00	724 00	3 30	.....	5,952 30	11,983 36	34
Mason City	3	5,973 23	1,825	500 00	.....	.....	.....	2,325 00	3,648 23	38
Missouri Valley	3	3,553 84	1,500	125 00	.....	.....	.....	1,625 00	1,928 84	46
Montezuma	3	2,016 44	1,100	149 34	.....	.....	.....	1,249 34	767 10	62
Monticello	3	3,220 13	1,550	241 22	.....	.....	.....	1,791 22	1,428 91	56
Mount Ayr	3	2,777 43	1,425	162 00	.....	.....	.....	1,587 00	1,190 43	56

Mount Pleasant.....	2	7,532 13	2,000	1,450 00	618 15	.....	.....	4,068 15	3,463 98	54
Mount Vernon.....	3	2,592 84	1,400	.....	.....	.....	.....	1,400 00	1,192 84	53
Muscatine.....	2	14,372 51	2,475	1,500 00	1,153 00	.....	.....	5,128 00	9,244 51	36
Nashua.....	3	2,459 36	1,275	76 00	.....	.....	.....	1,351 00	1,108 36	54
Nevada.....	3	3,165 79	1,525	100 00	.....	.....	.....	1,625 00	1,540 79	51
New Hampton.....	3	2,366 37	1,225	150 00	.....	.....	.....	1,375 00	991 37	57
Newton.....	3	5,921 77	1,875	375 00	.....	.....	.....	2,250 00	3,671 77	38
Odebolt*.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ogden.....	3	2,004 00	1,100	100 00	.....	.....	.....	1,200 00	804 00	60
Osage.....	3	4,186 12	1,675	860 00	.....	.....	.....	2,535 00	1,651 12	59
Osceola.....	3	4,013 20	1,600	162 00	.....	.....	.....	1,762 00	2,251 20	44
Oskaloosa.....	2	13,056 11	2,350	1,700 00	288 00	.....	.....	4,338 00	8,718 11	33
Ottumwa.....	2	19,656 52	2,550	2,471 81	1,233 65	2 08	2,770 37	9,027 91	10,628 61	44
Parkersburgh.....	3	1,755 97	1,025	.....	.....	.....	.....	1,025 00	730 97	51
Pella.....	3	3,015 52	1,425	.....	.....	.....	.....	1,425 00	1,590 52	47
Perry.....	3	4,595 65	1,575	.....	.....	.....	.....	1,575 00	3,020 65	31
Red Oak.....	2	8,543 14	2,075	1,200 00	766 00	.....	.....	4,041 00	4,502 14	47
Sac City.....	3	2,469 86	1,200	135 00	.....	.....	.....	1,335 00	1,134 86	53
Sheldon.....	3	3,437 69	1,500	.....	.....	.....	.....	1,500 00	1,937 69	44
Shenandoah.....	3	5,279 35	1,675	.....	.....	.....	.....	1,675 00	3,604 35	31
Sibley.....	3	2,809 03	1,275	76 00	.....	.....	.....	1,351 00	1,458 03	48
Sigourney.....	3	3,141 64	1,550	205 57	.....	.....	.....	1,755 57	1,386 07	56
Sioux City.....	2	27,708 67	2,750	3,385 00	257 80	24 77	.....	6,417 57	21,291 10	26
Spencer.....	3	3,535 27	1,500	200 00	.....	.....	.....	1,700 00	1,835 27	48
Spirit Lake.....	3	1,851 03	1,075	.....	.....	.....	.....	1,075 00	776 03	56
State Centre.....	3	1,897 10	1,175	112 50	.....	.....	.....	1,287 50	609 60	67
Storm Lake.....	3	4,099 16	1,775	387 50	.....	.....	.....	2,162 50	1,936 66	54
Stuart.....	3	3,352 38	1,550	225 00	.....	.....	.....	1,775 00	1,577 38	52
Tama City.....	3	2,832 14	1,475	100 00	.....	.....	.....	1,575 00	1,257 14	56
Tipton.....	3	3,035 13	1,550	216 66	.....	.....	.....	1,766 66	1,268 47	58
Toledo.....	3	3,666 10	1,525	.....	.....	.....	.....	1,525 00	2,141 10	41
Trager.....	3	2,612 23	1,450	49 93	.....	.....	.....	1,499 93	1,112 30	57
Villisca.....	3	3,283 55	1,525	200 00	.....	.....	.....	1,725 00	1,558 55	52
Vinton.....	3	5,163 74	1,775	100 00	.....	.....	.....	1,875 00	3,288 74	36
Washington.....	3	5,528 89	1,850	582 75	82 20	.....	.....	2,514 95	3,013 94	45
Waterloo.....	2	12,951 93	2,350	2,000 00	452 50	.....	.....	4,802 50	8,149 43	37
Waukon.....	3	2,206 03	1,200	200 00	.....	.....	.....	1,400 00	806 03	64
Waverly.....	3	5,006 80	1,750	600 00	.....	.....	.....	2,350 00	2,656 80	47
Webster City.....	3	4,692 42	1,725	243 00	.....	.....	.....	1,968 00	2,724 42	42
West Liberty.....	3	2,967 15	1,450	174 94	.....	.....	.....	1,624 94	1,342 21	54
West Union.....	3	3,412 50	1,525	300 00	.....	.....	.....	1,825 00	1,587 50	53
What Cheer.....	3	3,184 14	1,525	150 00	.....	.....	.....	1,675 00	1,509 14	52
Wilton Junction.....	3	2,827 68	1,375	181 00	.....	.....	.....	1,556 00	1,271 68	55
Winterset.....	3	4,650 77	1,750	400 00	.....	.....	.....	2,150 00	2,500 77	46
Total.....	.....	869,140 68	206,175	84,783 22	16,012 08	2,168 18	43,961 38	353,099 86	516,040 82	41

* Returns from October 1 to October 15, 1883, are delinquent.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

KANSAS.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Abilene.....	3	\$7,932 54	\$1,900	\$400 00	.....	.....	.....	\$2,300 00	\$5,632 54	20
Arkansas City.....	3	5,071 87	1,525	200 00	.....	.....	.....	1,725 00	3,346 87	34
Atchison.....	2	25,408 08	2,750	4,500 00	\$1,259 60	\$113 08	\$4,994 26	13,616 94	11,791 14	54
Augusta.....	3	2,433 10	1,200	187 49	.....	.....	.....	1,387 49	1,045 61	57
Baxter Springs.....	3	2,068 24	1,125	150 00	.....	.....	.....	1,275 00	1,793 24	61
Beloit.....	3	4,698 77	1,775	450 00	.....	.....	.....	2,225 00	2,473 77	47
Burlingame.....	3	2,848 43	1,325	500 00	.....	.....	.....	1,825 00	1,023 43	64
Burlington.....	3	4,974 30	1,725	400 00	.....	.....	.....	2,125 00	2,849 30	43
Caldwell.....	3	3,474 15	1,525	172 50	.....	.....	.....	1,697 50	1,776 65	49
Cawker City.....	3	2,603 94	1,325	200 00	.....	.....	.....	1,525 00	1,078 94	59
Chanute.....	3	3,778 46	1,400	180 00	.....	.....	.....	1,580 00	2,198 46	42
Cherokee.....	3	2,000 34	1,100	150 00	.....	.....	.....	1,250 00	750 34	63
Cherry Vale.....	3	3,666 20	1,350	175 00	.....	.....	.....	1,525 00	2,141 20	42
Chetopa.....	3	3,409 44	1,525	400 00	.....	.....	.....	1,925 00	1,484 44	56
Clay Centre.....	3	6,376 41	1,825	400 00	.....	.....	.....	2,225 00	4,151 41	35
Coffeyville.....	3	3,580 74	1,500	400 00	.....	.....	.....	1,900 00	1,680 74	53
Columbus.....	3	5,405 46	1,700	275 00	.....	.....	.....	1,975 00	3,430 46	36
Concordia.....	3	5,192 64	1,700	350 00	.....	.....	.....	2,050 00	3,142 64	39
Council Grove.....	3	3,269 33	1,475	294 95	.....	.....	.....	1,769 95	1,499 38	54
Dodge City.....	3	3,991 23	1,525	300 00	.....	.....	.....	1,825 00	2,166 23	46
El Dorado.....	3	4,929 99	1,625	400 00	.....	.....	.....	2,025 00	2,904 99	41
Ellsworth.....	3	3,276 98	1,500	112 50	.....	.....	.....	1,612 50	1,664 48	49
Emporia.....	2	16,489 68	2,500	1,590 00	615 14	93 00	.....	4,798 14	11,691 54	29
Eureka.....	3	3,731 82	1,525	360 00	.....	.....	.....	1,885 00	1,846 82	51
Florence.....	3	2,478 47	1,175	349 46	.....	.....	.....	1,524 46	954 01	62
Fort Leavenworth.....	3	2,055 47	1,175	300 00	.....	.....	.....	1,475 00	580 47	73
Fort Scott.....	2	15,904 60	2,425	3,000 00	667 69	.....	.....	6,092 69	9,811 91	38
Fredonia.....	3	3,080 49	1,400	300 00	.....	.....	.....	1,700 00	1,380 49	55
Galena.....	3	1,951 83	1,150	.....	.....	.....	.....	1,150 00	801 83	59
Garnett.....	3	4,049 13	1,575	250 00	.....	.....	.....	1,825 00	2,224 13	45
Girard.....	3	4,521 31	1,625	281 00	.....	.....	.....	1,906 00	2,615 31	42
Great Bend.....	3	3,554 10	1,550	200 00	.....	.....	.....	1,750 00	1,804 10	49
Hays City.....	3	2,029 91	1,150	108 00	.....	.....	.....	1,258 00	771 91	62
Hiawatha.....	3	6,653 98	1,950	800 00	.....	9 00	.....	2,759 00	3,894 98	41
Holton.....	3	3,382 55	1,425	231 00	.....	2 40	.....	1,658 40	1,724 15	49
Humboldt.....	3	3,391 94	1,550	300 00	.....	.....	.....	1,850 00	1,541 94	57
Hutchinson.....	3	6,410 68	1,700	350 00	.....	.....	.....	2,050 00	4,360 68	32
Independence.....	3	6,761 89	1,850	430 00	.....	.....	.....	2,280 00	4,481 89	34
Iola.....	3	3,226 44	1,450	137 50	.....	.....	.....	1,587 50	1,638 94	49
Junction City.....	3	7,118 44	1,925	571 50	20 00	.....	.....	2,516 50	4,601 94	35

Kirwin	3	2,012 64	1,100	200 00	.....	.....	.....	.....	.....	1,300 00	712 64	65
La Cygne	3	2,456 15	1,325	270 00	.....	.....	.....	.....	.....	1,595 00	861 15	65
Larned	3	4,260 58	1,575	528 33	.....	.....	.....	.....	.....	2,103 33	2,157 25	49
Lawrence	2	22,074 89	2,650	3,659 55	.....	1,034 00	.....	.....	.....	7,343 55	14,731 34	33
Leavenworth	2	28,927 01	2,850	3,970 93	.....	1,344 00	.....	.....	.....	13,478 43	15,448 58	50
Lyons	3	2,779 23	1,325	50 00	.....	.....	.....	.....	.....	1,375 00	1,404 23	50
McPherson	3	6,091 94	1,700	366 31	.....	.....	.....	.....	.....	2,066 31	4,025 63	34
Manhattan	3	6,685 44	1,850	350 00	.....	.....	.....	.....	.....	2,200 00	4,485 44	33
Marion	3	2,967 78	1,275	.....	.....	.....	.....	.....	.....	1,275 00	1,692 78	43
Marysville	3	3,394 07	1,550	175 00	.....	.....	.....	.....	.....	1,725 00	1,669 07	51
Medicine Lodge	3	2,009 87	1,100	200 00	.....	.....	.....	.....	.....	1,300 00	1,709 87	65
Minneapolis	3	3,426 92	1,450	240 00	.....	.....	.....	.....	.....	1,690 00	1,736 92	49
Neodesha	3	1,914 95	1,000	.....	.....	.....	.....	.....	.....	1,000 00	914 95	52
Newton	3	8,666 87	1,900	316 85	.....	.....	.....	.....	.....	2,216 85	6,450 02	25
Olathe	3	5,323 14	1,800	425 00	.....	14 25	.....	.....	.....	2,239 25	3,083 89	42
Osage City	3	4,271 35	1,650	466 30	.....	.....	.....	.....	.....	2,116 30	2,155 05	47
Osborne	3	2,228 93	1,175	100 00	.....	.....	.....	.....	.....	1,275 00	2,953 93	57
Oswego	3	5,105 53	1,700	416 66	.....	.....	.....	.....	.....	2,116 66	2,988 87	41
Ottawa	2	9,543 53	2,125	689 28	.....	300 00	.....	.....	.....	3,123 13	6,420 40	33
Paola	3	5,543 96	1,825	500 00	.....	.....	.....	.....	.....	2,325 00	3,218 96	42
Parsons	2	9,840 65	2,200	1,300 00	.....	240 00	.....	.....	.....	3,761 00	6,079 65	38
Peabody	3	2,849 36	1,400	.....	.....	.....	.....	.....	.....	1,400 00	1,449 36	49
Pittsburgh	3	3,461 44	1,325	.....	.....	.....	.....	.....	.....	1,325 00	2,136 44	35
Pleasanton	3	2,343 58	1,200	50 00	.....	.....	.....	.....	.....	1,250 00	1,093 58	53
Russell	3	2,115 50	1,250	250 00	.....	.....	.....	.....	.....	1,500 00	615 50	71
Sabetha	3	2,979 68	1,400	.....	.....	.....	.....	.....	.....	1,400 00	1,579 68	47
Saint Mary's	3	2,328 00	1,100	.....	.....	.....	.....	.....	.....	1,100 00	1,228 00	47
Salina	2	7,560 60	2,000	1,186 00	.....	.....	.....	.....	.....	3,186 00	4,374 60	42
Seneca	3	3,958 33	1,625	200 00	.....	.....	.....	.....	.....	1,825 00	2,133 33	46
Solomon City	3	2,291 51	1,075	150 00	.....	.....	.....	.....	.....	1,225 00	1,066 51	53
Sterling	3	3,888 12	1,525	270 00	.....	.....	.....	.....	.....	1,795 00	2,093 12	46
Topeka	1	51,796 15	3,000	6,813 14	.....	1,138 05	.....	193 83	5,659 68	16,804 70	34,991 45	32
Valley Falls	3	2,354 78	1,200	100 00	.....	.....	.....	.....	.....	1,300 00	1,054 78	55
Wa Keeney	3	1,961 93	1,000	300 00	.....	.....	.....	.....	.....	1,300 00	661 93	66
Wamego	3	3,092 12	1,400	180 00	.....	.....	.....	.....	.....	1,580 00	1,512 12	51
Washington	3	3,609 59	1,375	135 47	.....	.....	.....	.....	.....	1,510 47	2,099 12	42
Waterville	3	1,994 45	1,000	243 00	.....	.....	.....	.....	.....	1,243 00	751 45	62
Wellington	3	8,841 49	1,850	300 00	.....	.....	.....	.....	.....	2,150 00	6,691 49	24
Wichita	2	16,525 76	2,500	2,200 00	.....	615 00	.....	11 70	.....	5,326 70	11,199 06	32
Winfield	2	9,214 58	2,000	1,200 00	.....	.....	.....	.....	.....	3,200 00	6,014 58	35
Wyandotte	2	14,308 70	2,275	798 00	.....	660 00	.....	.....	.....	3,733 00	10,575 70	26
Total	.....	494,184 47	129,125	49,755 72	7,907 73	478 11	15,942 19	203,208 75	290,975 72	41		

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

KENTUCKY.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Ashland	3	\$3,811 01	\$1,550	\$225 00	.....	.....	.....	\$1,775 00	\$2,036 01	47
Bardstown	3	2,067 86	1,150	.....	.....	.....	.....	1,150 00	917 86	56
Bowling Green	3	6,510 31	1,875	600 00	.....	.....	.....	2,475 00	4,035 31	38
Catlettsburgh	3	3,200 66	1,350	160 00	.....	.....	.....	1,510 00	1,690 66	47
Covington*	2	22,598 03	2,575	3,325 00	.....	\$111 50	\$4,677 17	10,688 67	11,909 36	47
Cynthiana	3	3,472 98	1,525	.....	.....	.....	.....	1,525 00	1,947 98	44
Danville	3	6,071 66	1,850	540 00	.....	.....	.....	2,390 00	3,681 66	39
Elizabethtown	3	2,831 59	1,450	300 00	.....	.....	.....	1,750 00	1,081 59	62
Frankfort	2	12,048 75	2,275	1,650 00	\$506 55	7 65	.....	4,439 20	7,609 55	37
Franklin	3	2,284 80	1,200	158 00	.....	.....	.....	1,358 00	926 80	59
Georgetown	3	4,107 50	1,550	200 00	.....	.....	.....	1,750 00	2,357 50	43
Glasgow*	3	2,938 36	1,400	300 00	.....	.....	.....	1,700 00	1,238 36	58
Harrodsburgh	3	3,506 68	1,500	200 00	.....	.....	.....	1,700 00	1,806 68	48
Henderson	3	6,309 14	1,800	555 00	37 50	.....	.....	2,392 50	3,916 64	38
Hickman	3	1,829 28	1,100	76 00	.....	.....	.....	1,176 00	653 28	61
Hopkinsville	3	6,038 02	1,800	243 00	.....	.....	.....	2,043 00	3,995 02	34
Lancaster	3	1,833 31	1,075	50 00	.....	.....	.....	1,125 00	708 31	61
Lebanon	3	4,261 22	1,525	450 00	.....	.....	.....	1,975 00	2,286 22	44
Lexington	2	26,339 47	2,775	3,700 00	1,155 03	.....	3,976 99	11,607 02	14,732 45	45
Louisville*	1	262,165 38	3,575	34,107 36	.....	703 67	41,363 16	79,749 19	182,416 19	30
Madisonville	3	2,487 30	1,025	.....	.....	.....	.....	1,025 00	1,462 30	41
Maysville	3	8,028 88	1,975	948 55	.....	.....	.....	2,923 55	5,105 33	36
Mount Sterling	3	5,207 46	1,700	310 00	.....	.....	.....	2,010 00	3,197 46	39
Newport	2	8,989 23	2,075	1,600 00	234 00	192 41	.....	4,101 41	4,887 82	46
Nicholasville	3	2,329 01	1,200	250 00	.....	.....	.....	1,450 00	879 01	62
Owensborough	2	8,716 74	2,100	900 00	250 00	.....	.....	3,250 00	5,466 74	37
Paducah	2	11,288 21	2,550	1,155 00	72 00	.....	.....	3,577 00	7,711 21	32
Paris	3	6,253 79	1,925	700 00	58 80	.....	.....	2,683 80	3,569 99	41
Richmond	3	4,250 67	1,575	700 00	.....	.....	.....	2,275 00	1,975 67	51
Russellville	3	3,198 84	1,500	324 00	.....	.....	.....	1,824 00	1,374 84	57
Shelbyville	3	4,143 98	1,625	300 00	.....	.....	.....	1,925 00	2,218 98	46
Stanford	3	2,917 71	1,275	.....	.....	.....	.....	1,275 00	1,642 71	44
Versailles	3	2,971 82	1,450	100 00	.....	.....	.....	1,550 00	1,421 82	52
Winchester	3	3,295 75	1,575	.....	.....	.....	.....	1,575 00	1,720 75	48
Total .....	.....	458,305 40	58,250	54,126 91	2,313 88	1,015 23	50 017 32	165,723 34	292,582 06	36

* In public building; no rent paid.

LOUISIANA.

Alexandria	3	\$2,665 41	\$1,325	\$525 00	.....	.....	.....	.....	\$1,850 00	\$815 41	69
Baton Rouge	3	5,713 64	1,825	278 00	.....	.....	.....	.....	2,104 00	3,609 64	37
Bayou Sara	3	1,854 66	1,000	100 00	.....	.....	.....	.....	1,100 00	754 66	59
Donaldsonville	3	3,286 66	1,425	.....	.....	.....	.....	.....	1,425 00	1,861 66	43
Franklin	3	2,246 54	1,100	.....	.....	.....	.....	.....	1,100 00	1,146 54	49
Lake Charles	3	2,998 06	1,325	130 00	.....	.....	.....	.....	1,455 00	1,543 06	49
Monroe	3	3,349 86	1,550	600 00	.....	.....	.....	.....	2,150 00	1,199 86	64
Morgan City	3	3,590 83	1,050	.....	.....	.....	.....	.....	1,050 00	540 83	66
New Iberia	3	3,574 89	1,550	321 50	.....	.....	.....	.....	1,871 50	1,703 39	52
New Orleans*	1	264,072 33	3,700	53,784 70	.....	.....	.....	.....	109,810 63	154,261 70	42
Opelousas	3	2,320 87	1,175	76 00	.....	.....	.....	.....	1,251 00	1,069 87	54
Plaquemine	3	2,325 75	1,125	75 00	.....	.....	.....	.....	1,200 00	1,125 75	52
Shreveport	2	9,788 93	2,375	1,600 00	.....	.....	.....	.....	4,290 60	5,498 33	44
Thibodaux	3	2,687 53	1,300	162 00	.....	.....	.....	.....	1,462 00	1,225 53	54
Total	.....	308,475 96	21,825	57,652 20	.....	.....	.....	.....	132,119 73	176,356 23	42

* In public building; no rent paid.

MAINE.

Auburn	2	\$10,113 97	\$2,225	\$875 90	.....	.....	.....	.....	\$3,710 90	\$6,403 07	37
Augusta	1	48,961 58	3,150	13,158 18	.....	.....	.....	.....	22,971 75	25,989 83	47
Bangor*	2	27,949 27	2,850	5,400 00	.....	.....	.....	.....	12,221 03	15,728 24	40
Bath*	2	10,384 55	2,300	1,387 64	.....	.....	.....	.....	3,687 64	6,696 91	35
Belfast*	3	5,968 69	1,750	648 00	.....	.....	.....	.....	2,398 00	3,570 69	40
Biddeford	2	9,611 68	2,425	1,563 00	.....	.....	.....	.....	4,832 50	4,779 18	50
Brunswick	3	5,602 44	1,825	630 00	.....	.....	.....	.....	2,455 00	3,147 44	44
Bucksport	3	2,337 00	1,300	400 00	.....	.....	.....	.....	1,700 00	637 00	73
Calais	3	4,653 00	1,800	900 00	.....	.....	.....	.....	2,800 00	1,853 00	60
Camden	3	2,385 98	1,325	150 00	.....	.....	.....	.....	1,475 00	910 98	62
Dexter	3	3,134 94	1,525	359 17	.....	.....	.....	.....	1,884 17	1,250 77	60
Eastport*	3	3,814 36	1,575	1,000 00	.....	.....	.....	.....	2,611 09	1,203 27	68
Ellsworth*	3	3,785 03	1,525	950 00	.....	.....	.....	.....	2,475 00	1,310 03	65
Fairfield	3	2,299 49	1,225	.....	.....	.....	.....	.....	1,225 00	1,074 49	53
Farmington	3	2,989 46	1,425	500 00	.....	.....	.....	.....	1,925 00	1,064 46	64
Gardiner	3	6,621 66	1,950	409 50	.....	.....	.....	.....	2,472 00	4,149 66	37
Hallowell	3	4,016 51	1,700	.....	.....	.....	.....	.....	1,737 50	2,279 01	43
Houlton	3	4,052 71	1,500	300 00	.....	.....	.....	.....	1,800 00	2,252 71	44
Lewiston	2	19,306 41	2,675	2,256 46	.....	.....	.....	.....	10,339 41	8,967 00	53
Machias*	3	2,068 20	1,125	240 00	.....	.....	.....	.....	1,366 75	701 45	66
Mechanic's Falls	3	2,354 81	1,100	162 00	.....	.....	.....	.....	1,202 00	1,092 81	54
Norway	3	2,697 30	1,275	150 00	.....	.....	.....	.....	1,425 00	1,272 30	53
Portland*	1	91,711 73	3,225	18,415 49	.....	.....	.....	.....	31,066 00	60,645 73	34
Richmond	3	3,024 10	1,525	.....	.....	.....	.....	.....	1,525 00	1,499 10	31
Rockland*	2	9,020 59	2,100	1,050 00	.....	.....	.....	.....	3,150 00	5,870 59	35
Saco	3	5,044 34	1,850	700 00	.....	.....	.....	.....	2,550 00	2,494 34	51
Skowhegan	3	5,014 06	1,675	243 00	.....	.....	.....	.....	1,918 00	3,096 06	38

* In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

MAINE—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Thomaston	3	\$2,751 82	\$1,450	\$100 00	.....	.....	.....	\$1,550 00	\$1,201 82	56
Waldoborough*	3	2,096 37	1,100	150 00	.....	.....	.....	1,250 00	846 37	60
Waterville	2	7,881 80	2,000	525 00	\$290 84	.....	.....	2,815 84	5,065 96	36
Wiscasset*	3	2,087 06	1,100	.....	.....	.....	.....	1,100 00	987 06	57
Winthrop	3	2,309 54	1,225	.....	.....	\$0 25	.....	1,225 25	1,084 29	53
Total .....	.....	316,050 45	56,800	52,623 34	6,576 12	282 66	\$20,642 71	136,924 83	179,125 62	43

* In public building; no rent paid.

MARYLAND.

Annapolis	2	\$14,365 79	\$2,000	\$2,000 00	.....	\$47 35	.....	\$4,047 35	\$10,318 44	28
Baltimore*	1	507,134 03	4,750	97,693 79	\$3,500 00	2,192 06	\$105,671 46	213,807 31	293,326 72	42
Bel Air	3	2,544 16	1,175	100 00	.....	.....	.....	1,275 00	1,269 16	50
Cambridge	3	2,950 90	1,275	250 00	.....	.....	.....	1,525 00	1,425 90	52
Centerville	3	2,598 14	1,275	200 00	.....	.....	.....	1,475 00	1,123 14	57
Chestertown	3	2,771 80	1,350	100 00	.....	.....	.....	1,450 00	1,321 80	52
Cumberland	2	11,607 42	2,400	2,000 00	718 00	48 68	.....	5,166 68	6,440 74	45
Easton	3	4,977 11	1,675	400 00	.....	.....	.....	2,075 00	2,902 11	42
Elkton	3	3,615 08	1,500	300 00	.....	.....	.....	1,800 00	1,815 08	50
Ellicott City	3	2,692 90	1,400	.....	.....	.....	.....	1,400 00	1,292 90	52
Emmitsburgh	3	3,313 38	1,300	.....	.....	.....	.....	1,300 00	2,013 38	39
Frederick	2	10,618 29	2,350	1,200 00	1,000 00	12 00	.....	4,562 00	6,056 29	43
Frostburgh	3	2,540 74	1,425	181 00	.....	.....	.....	1,606 00	934 74	63
Hagerstown	2	10,693 95	2,200	1,243 25	479 42	.....	.....	3,922 67	6,771 28	36
Havre de Grace	3	2,806 27	1,275	150 00	.....	.....	.....	1,425 00	1,381 27	51
Port Deposit	3	2,347 51	1,200	.....	.....	.....	.....	1,200 00	1,147 51	51
Salisbury	3	3,325 53	1,500	90 00	.....	.....	.....	1,590 00	1,735 53	47
Towson	3	2,396 04	1,100	.....	.....	.....	.....	1,100 00	1,296 04	46
Westminster	3	3,837 21	1,550	650 00	.....	.....	.....	2,200 00	1,637 21	57
Total .....	.....	597,136 25	32,700	106,558 04	5,697 42	2,300 09	105,671 46	252,927 01	344,209 24	42

* In public building; no rent paid.

MASSACHUSETTS.

Abington	3	\$2,249 18	\$1,150	.....	.....	.....	.....	.....	\$1,150 00	\$1,099 18	51
Adams	3	5,154 02	1,750	.....	.....	.....	.....	.....	1,750 00	3,404 02	33
Amesbury	3	7,749 20	2,000	.....	.....	\$245 00	.....	.....	2,745 00	5,004 20	35
Amherst	2	8,162 67	2,025	.....	.....	898 25	343 58	.....	3,266 83	4,895 84	40
Andover	3	6,291 60	1,825	.....	.....	350 00	.....	.....	2,175 00	4,116 60	34
Arlington	3	3,447 16	1,525	.....	.....	.....	.....	.....	1,525 00	1,922 16	44
Ashland	3	2,234 31	1,200	.....	.....	.....	.....	.....	1,200 00	1,034 31	53
Athol	3	5,108 17	1,700	.....	.....	.....	.....	.....	1,700 00	3,408 17	33
Attleborough	3	6,090 35	1,875	.....	.....	400 00	76 30	.....	2,351 30	3,739 05	38
Auburndale	3	3,137 99	1,525	.....	.....	.....	.....	.....	1,525 00	1,612 99	48
Ayer	3	2,491 98	1,275	.....	.....	.....	.....	.....	1,275 00	1,599 47	44
Barre	3	2,874 47	1,300	.....	.....	.....	.....	.....	1,300 00	1,191 98	52
Beverly	2	8,564 82	2,025	.....	.....	450 00	247 75	.....	2,722 75	5,842 07	31
Boston*	1	1,465,113 35	5,500	.....	.....	256,770 01	11,975 29	\$6,608 93	529,926 77	935,186 58	36
Bridgewater	3	3,447 56	1,525	.....	.....	.....	.....	.....	1,525 00	1,922 56	44
Brockton	2	20,181 13	2,575	.....	.....	2,452 00	951 78	.....	5,978 78	14,202 35	29
Campello	3	3,427 60	1,400	.....	.....	100 00	.....	.....	1,500 00	1,927 60	43
Canton	3	3,146 07	1,500	.....	.....	90 00	.....	.....	1,590 00	1,556 07	50
Chicopee	3	6,019 64	1,875	.....	.....	531 67	.....	.....	2,406 67	3,612 97	39
Chicopee Falls	3	3,686 86	1,025	.....	.....	.....	.....	.....	1,625 00	2,061 86	44
Clinton	2	7,967 66	2,150	.....	.....	700 00	200 00	.....	3,050 00	4,917 66	38
Concord	3	3,601 60	1,525	.....	.....	.....	.....	.....	1,525 00	2,076 60	42
Cottage City	3	3,934 74	1,550	.....	.....	.....	.....	.....	1,550 00	2,384 74	39
Danvers	3	3,405 49	1,525	.....	.....	.....	.....	.....	1,525 00	1,880 49	44
Dedham	3	3,770 77	1,625	.....	.....	100 00	.....	.....	1,725 00	2,045 77	45
East Hampton	3	5,413 22	1,800	.....	.....	300 00	37 50	.....	2,137 50	3,275 72	39
East Weymouth	3	2,525 73	1,400	.....	.....	.....	.....	.....	1,400 00	1,125 73	55
Everett	3	2,308 69	1,125	.....	.....	.....	.....	.....	1,125 00	1,183 69	48
Fair Haven	3	2,630 53	1,200	.....	.....	.....	.....	.....	1,200 00	1,430 53	45
Fall River†	2	31,743 56	2,850	.....	.....	4,800 00	.....	9 30	15,329 26	16,414 30	48
Fitchburgh	2	20,376 28	2,575	.....	.....	2,472 50	1,714 93	3 45	6,765 88	13,610 40	33
Florence	3	2,732 35	1,425	.....	.....	.....	.....	.....	1,425 00	1,307 35	52
Foxborough	3	2,376 25	1,350	.....	.....	.....	.....	.....	1,350 00	1,026 25	57
Framingham	3	2,361 17	1,300	.....	.....	.....	.....	.....	1,300 00	1,061 17	59
Franklin	3	3,835 53	1,550	.....	.....	.....	.....	.....	1,550 00	2,285 53	40
Gardner	3	4,173 04	1,500	.....	.....	.....	.....	.....	1,500 00	2,673 04	36
Gloucester†	2	15,827 86	2,475	.....	.....	2,740 00	.....	7 87	8,206 33	7,621 53	52
Great Barrington	3	5,074 15	1,700	.....	.....	.....	.....	.....	1,700 00	3,374 15	33
Greenfield	2	13,608 32	2,400	.....	.....	1,088 13	509 00	1 50	3,998 63	9,609 69	30
Haverhill	2	25,544 75	2,775	.....	.....	4,450 00	930 80	68 70	13,219 06	12,325 69	52
Hingham	3	2,142 87	1,100	.....	.....	245 00	.....	.....	1,345 00	797 87	62
Holliston	3	2,557 73	1,300	.....	.....	.....	.....	.....	1,300 00	1,257 73	50
Holyoke	2	28,924 74	2,825	.....	.....	3,100 00	773 00	13 25	11,512 84	17,411 90	40
Hudson	3	3,581 63	1,500	.....	.....	.....	.....	.....	1,500 00	2,081 63	40
Hyde Park	3	7,033 58	1,850	.....	.....	.....	.....	.....	1,850 00	5,183 58	26
Ipswich	3	3,329 19	1,550	.....	.....	.....	.....	.....	1,550 00	1,779 19	46
Lawrence	2	28,796 25	2,850	.....	.....	4,000 00	1,346 48	72 50	16,179 98	12,616 27	55
Lee	3	4,518 85	1,700	.....	.....	.....	.....	.....	1,700 00	2,818 85	38

* In public building; no rent paid for central office.

† In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.
MASSACHUSETTS—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Leominster	3	\$6,055 78	\$1,925	\$350 00	\$63 25	.....	.....	\$2,343 25	\$3,712 53	38
Lowell.....	1	84,790 98	3,150	5,781 41	2,350 00	\$13 00	\$12,082 94	23,377 35	61,413 63	27
Lynn	1	45,723 55	3,000	4,200 00	1,602 00	.....	10,383 46	19,185 46	26,538 09	81
Malden	2	9,732 04	2,200	754 50	500 00	.....	.....	3,454 50	6,277 54	64
Marblehead	3	7,168 21	1,900	1,100 00	.....	.....	.....	3,000 00	4,168 21	58
Marlborough	2	7,946 10	2,025	950 00	118 00	39 20	.....	3,132 20	4,813 90	60
Medford	3	4,753 71	1,675	.....	.....	.....	.....	1,675 00	3,078 71	64
Melrose.....	3	4,389 47	1,550	.....	.....	.....	.....	1,550 00	2,839 47	35
Merrimac.....	3	2,231 14	1,225	.....	.....	.....	.....	1,225 00	1,006 14	54
Methuen	3	2,426 26	1,325	.....	.....	.....	.....	1,325 00	1,101 26	54
Middleborough	3	6,673 91	1,900	.....	.....	.....	.....	1,900 00	4,773 91	28
Milford	3	7,180 51	1,950	720 00	.....	.....	.....	2,670 00	4,510 51	35
Millbury	3	2,990 72	1,450	.....	.....	.....	.....	1,450 00	1,540 72	47
Milton.....	3	4,073 28	1,675	.....	.....	.....	.....	1,675 00	2,398 28	41
Monson.....	3	2,709 44	1,450	.....	.....	.....	.....	1,450 00	1,259 44	53
Nantucket	3	5,803 44	1,850	.....	.....	.....	.....	1,850 00	3,953 44	31
Natick	2	6,830 52	2,000	400 00	97 00	.....	.....	2,497 00	4,333 52	36
New Bedford *	2	39,911 01	2,825	3,950 05	.....	49 10	7,939 23	14,763 38	25,147 63	37
Newburyport.....	2	14,782 29	2,475	1,850 00	1,068 02	16 00	.....	5,409 02	9,373 27	36
Newton.....	2	9,320 47	2,050	350 00	.....	.....	.....	2,400 00	6,920 47	25
Newton Centre	3	3,232 05	1,500	.....	.....	.....	.....	1,500 00	1,732 05	46
Newtonville	3	4,443 79	1,550	.....	.....	.....	.....	1,550 00	2,893 79	34
North Adams.....	2	14,105 98	2,500	1,362 75	482 18	.....	.....	4,344 93	9,761 05	30
Northampton.....	2	15,522 89	2,450	1,516 93	716 00	.....	.....	4,682 93	10,839 96	30
North Andover Depot	3	1,602 91	1,075	.....	.....	.....	.....	1,075 00	527 91	67
North Attleborough	2	7,072 49	2,025	.....	75 00	.....	.....	2,400 00	4,672 49	33
North Brookfield	3	3,197 99	1,575	.....	.....	.....	.....	1,575 00	1,622 99	49
Orange	3	4,784 55	1,700	50 00	.....	.....	.....	1,750 00	3,034 55	36
Palmer	3	5,117 64	1,575	324 00	.....	.....	.....	1,899 00	3,218 64	37
Peabody	3	6,007 25	1,775	275 00	64 11	.....	.....	2,114 11	3,893 14	35
Pittsfield	2	23,952 17	2,725	2,650 00	1,235 53	167 83	2,655 25	9,433 61	14,518 56	39
Plymouth.....	2	7,871 74	2,025	1,100 00	200 00	3 00	.....	3,328 00	4,543 74	42
Provincetown	3	3,578 94	1,500	.....	.....	.....	.....	1,500 00	2,078 94	42
Quincy	3	6,619 75	1,925	275 00	50 75	.....	.....	2,250 75	4,369 00	34
Randolph.....	3	2,461 80	1,225	.....	.....	.....	.....	1,225 00	1,236 80	49
Reading.....	3	3,091 66	1,425	.....	.....	.....	.....	1,425 00	1,666 66	46
Rockport.....	3	1,905 75	1,000	.....	.....	.....	.....	1,000 00	905 75	52
Rockland	3	3,133 86	1,475	.....	.....	.....	.....	1,475 00	1,658 86	49
Salem	2	24,682 07	2,725	3,500 00	2,181 30	34 89	6,734 10	15,175 29	9,506 78	34
Sandwich.....	3	2,721 82	1,300	.....	.....	.....	.....	1,300 00	1,421 82	48
Shelburne Falls.....	3	3,679 56	1,525	.....	.....	.....	.....	1,525 00	2,154 56	41

* In public building; no rent paid.

South Abington.....	3	2,531 06	1,225	.....	.....	.....	.....	1,225 00	1,306 06	48
Southbridge.....	3	3,623 72	1,500	.....	.....	.....	.....	1,500 00	2,123 72	41
South Framingham.....	3	6,180 00	1,825	162 00	.....	.....	.....	1,987 00	4,193 00	32
Spencer.....	3	5,388 06	1,825	300 00	12 50	.....	.....	2,137 50	3,250 56	40
Springfield.....	1	72,703 16	3,150	7,403 70	2,830 00	80 62	7,466 13	20,930 45	51,772 71	18
Stockbridge.....	3	3,138 38	1,425	.....	.....	.....	.....	1,425 00	1,713 38	45
Stoneham.....	3	5,006 15	1,700	.....	.....	.....	.....	1,700 00	3,306 15	33
Taunton*.....	2	23,295 50	2,750	3,000 00	1,706 94	10 55	5,029 75	12,497 24	10,798 26	53
Stoughton*.....	3	2,598 88	1,300	.....	.....	.....	.....	1,300 00	1,298 88	50
Turner's Falls.....	3	3,560 98	1,625	.....	.....	.....	.....	1,625 00	1,935 98	45
Wakefield.....	3	6,169 59	1,850	400 00	50 00	.....	.....	2,300 00	3,869 59	37
Waltham.....	2	14,494 96	2,500	1,518 00	555 00	.....	.....	4,573 00	9,921 96	31
Ware.....	3	4,523 15	1,650	.....	.....	.....	.....	1,650 00	2,873 15	36
Warren.....	3	3,262 90	1,525	.....	.....	.....	.....	1,525 00	1,737 90	46
Watertown.....	3	4,683 47	1,575	.....	.....	.....	.....	1,575 00	3,108 47	33
Webster.....	3	4,584 32	1,725	225 00	.....	.....	.....	1,950 00	2,634 32	42
Wellesley.....	3	3,602 37	1,575	200 00	.....	.....	.....	1,775 00	1,827 37	49
Westborough.....	3	6,153 41	1,950	600 00	75 00	.....	.....	2,625 00	3,528 41	42
Westfield.....	2	14,482 41	2,575	1,167 58	1,236 66	.....	.....	4,979 24	9,503 17	34
West Gardner.....	3	2,610 86	1,200	100 00	.....	.....	.....	1,300 00	1,310 86	50
West Newton.....	3	3,881 59	1,625	.....	.....	.....	.....	1,625 00	2,256 59	42
Weymouth.....	3	2,094 69	1,200	.....	.....	.....	.....	1,200 00	894 69	57
Whitinsville.....	3	2,456 90	1,350	.....	.....	.....	.....	1,350 00	1,106 90	54
Williamstown.....	3	3,449 11	1,525	.....	.....	.....	.....	1,525 00	1,924 11	44
Winchendon.....	3	4,810 67	1,650	324 00	.....	.....	.....	1,974 00	2,836 67	41
Winchester.....	3	3,636 43	1,550	.....	.....	.....	.....	1,550 00	2,086 43	42
Woburn.....	3	7,090 51	1,925	339 50	87 50	.....	.....	2,352 00	4,738 51	32
Worcester.....	1	92,272 48	3,225	10,550 00	3,800 00	515 95	13,147 38	31,238 33	61,034 15	19
Total.....	.....	2,549,239 86	214,325	344,586 98	40,513 15	7,715 64	342,871 35	950,012 12	1,599,227 74	37

MICHIGAN.

Adrian.....	2	\$14,103 34	\$2,500	\$1,975 00	\$616 00	\$40 00	.....	\$5,131 00	\$8,972 34	36
Albion.....	2	7,200 75	2,050	675 00	300 00	.....	.....	3,025 00	4,175 75	42
Allegan.....	3	5,229 27	1,775	200 00	.....	.....	.....	1,975 00	3,254 27	37
Alpena.....	3	6,659 88	1,975	425 00	.....	.....	.....	2,400 00	4,259 88	36
Ann Arbor.....	2	20,959 88	2,675	3,016 89	1,550 00	23 99	.....	7,265 88	13,694 00	34
Battle Creek.....	2	20,460 01	2,575	3,035 75	1,180 00	.....	.....	6,790 75	13,669 26	33
Bay City.....	2	24,064 05	2,750	3,000 00	1,568 68	199 26	\$4,575 95	12,003 89	11,970 16	50
Benton Harbor.....	3	4,453 24	1,725	175 00	.....	.....	.....	1,900 00	2,553 24	42
Berrien Springs.....	3	4,726 51	1,475	.....	.....	.....	.....	1,475 00	3,251 51	31
Big Rapids.....	2	10,401 26	2,175	1,385 00	455 00	.....	.....	4,015 00	6,386 26	39
Blissfield.....	3	1,810 62	1,100	.....	.....	.....	.....	1,100 00	710 62	61
Buchanan.....	3	3,726 25	1,550	.....	.....	.....	.....	1,550 00	2,176 25	41
Cadillac.....	2	7,256 65	2,025	570 05	263 00	.....	.....	2,858 00	4,398 65	39
Calumet.....	3	5,491 69	1,800	200 00	30 00	.....	.....	2,030 00	3,461 69	37
Caro.....	3	3,207 93	1,525	100 00	.....	.....	.....	1,625 00	1,582 93	50
Charlotte.....	3	7,035 29	1,850	1,000 00	131 20	.....	.....	2,981 20	4,054 09	42
Cheboygan.....	3	4,410 98	1,700	.....	.....	.....	.....	1,700 00	2,710 98	38

Mason.....	3	3,148 42	1,575	.....	.....	.....	.....	1,575 00	1,573 42	50
Menominee.....	3	4,903 50	1,625	.....	.....	.....	.....	1,625 00	3,278 50	33
Midland.....	3	3,017 25	1,375	.....	.....	.....	.....	1,375 00	1,642 25	45
Monroe.....	3	5,554 99	1,850	.....	.....	66 49	1 70	2,271 19	3,283 80	41
Montague.....	3	2,261 90	1,225	.....	.....	.....	.....	1,225 00	1,036 90	54
Mount Clemens.....	3	3,741 81	1,550	.....	.....	.....	.....	1,550 00	2,191 81	41
Mount Pleasant.....	3	3,113 69	1,325	.....	.....	.....	.....	1,325 00	1,738 69	44
Muskegon.....	2	19,119 84	2,575	.....	.....	176 00	.....	4,916 81	14,203 03	26
Negaunee.....	3	3,748 22	1,700	.....	.....	17 50	.....	1,960 50	1,787 72	52
Niles.....	3	6,499 95	1,950	.....	.....	101 40	.....	2,951 40	3,548 55	45
Norway.....	3	2,215 89	1,425	.....	.....	.....	.....	1,425 00	790 89	64
Osceola.....	3	2,413 67	1,200	.....	.....	.....	.....	1,200 00	1,213 67	50
Otsego.....	3	2,504 57	1,225	.....	.....	.....	.....	1,225 00	1,279 57	49
Ovid.....	3	3,111 89	1,500	.....	.....	.....	.....	1,500 00	1,611 89	48
Owosso.....	3	5,734 75	1,775	.....	.....	.....	.....	1,775 00	3,959 75	31
Paw Paw.....	3	3,376 02	1,525	.....	.....	.....	.....	1,525 00	1,851 02	45
Petoskey.....	3	4,619 15	1,725	.....	.....	.....	.....	2,025 00	2,594 15	43
Plainwell.....	3	2,543 96	1,225	.....	.....	.....	.....	1,225 00	1,318 96	48
Pontiac.....	2	7,975 78	2,050	.....	.....	479 47	.....	3,288 47	4,687 31	41
Port Huron*.....	2	13,836 30	2,300	.....	.....	.....	7 75	4,282 75	9,553 55	31
Portland.....	3	3,055 00	1,425	.....	.....	.....	.....	1,620 00	1,435 00	53
Portsmouth.....	3	1,790 48	1,125	.....	.....	.....	.....	1,125 00	665 48	63
Quincy.....	3	3,318 31	1,500	.....	.....	.....	.....	1,900 00	1,418 31	57
Quinnesec.....	3	1,259 16	1,175	.....	.....	.....	.....	1,175 00	84 16	90
Reading.....	3	2,633 88	1,200	.....	.....	.....	.....	1,200 00	1,433 88	45
Reed City.....	3	3,315 47	1,450	.....	.....	.....	.....	1,450 00	1,865 47	44
Republic.....	3	1,628 57	1,125	.....	.....	.....	.....	1,125 00	503 57	68
Romeo.....	3	3,161 27	1,500	.....	.....	.....	.....	1,662 00	1,499 27	52
Saginaw.....	2	10,597 81	2,425	.....	.....	304 88	.....	4,229 88	6,367 93	40
Saint Clair.....	3	4,432 09	1,675	.....	.....	.....	.....	1,775 00	2,657 09	40
Saint Ignace.....	3	2,524 16	1,325	.....	.....	.....	.....	1,600 00	924 16	63
Saint John's.....	3	4,642 87	1,725	.....	.....	.....	.....	2,175 00	2,467 87	47
Saint Joseph.....	3	5,050 78	1,675	.....	.....	.....	.....	1,675 00	3,375 78	31
Saint Louis.....	3	4,068 06	1,675	.....	.....	.....	.....	1,875 00	2,193 06	46
South Haven.....	3	2,393 35	1,325	.....	.....	.....	.....	1,325 00	1,068 35	55
Stanton.....	3	4,183 28	1,725	.....	.....	.....	.....	2,025 00	2,158 28	49
Sturgis.....	3	3,736 63	1,625	.....	.....	.....	.....	1,787 00	1,949 63	48
Tecumseh.....	3	4,575 69	1,729	.....	.....	.....	.....	1,725 00	2,850 69	38
Three Rivers.....	3	6,059 88	1,800	.....	.....	.....	.....	1,800 00	4,259 88	29
Traverse City.....	3	6,125 50	1,850	.....	.....	.....	.....	2,350 00	3,775 50	38
Union City.....	3	2,697 15	1,325	.....	.....	.....	.....	1,325 00	1,372 15	49
Vassar.....	3	2,431 23	1,275	.....	.....	.....	.....	1,475 00	956 23	61
West Bay City.....	3	4,629 79	1,775	.....	.....	125 79	.....	2,375 79	2,254 00	51
Whitehall.....	3	2,629 67	1,425	.....	.....	.....	.....	1,425 00	1,204 67	54
White Pigeon.....	3	2,257 09	1,200	.....	.....	.....	.....	1,200 00	1,057 09	53
Williamstown.....	3	2,070 20	1,125	.....	.....	.....	.....	1,125 00	945 20	54
Ypsilanti.....	2	8,617 32	2,150	.....	.....	363 00	.....	3,622 52	4,995 80	42
Total.....	.....	1,012,389 12	183,225	.....	.....	101,645 74	756 65	374,555 32	637,833 80	37

* In public building; no rent paid.

† Returns for 4th quarter, 1883, and 1st quarter, 1884, are delinquent.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

MINNESOTA.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Ada	3	\$2,192 00	\$1,175	.....	.....	.....	.....	\$1,175 00	\$1,017 00	54
Albert Lea	3	5,505 52	1,775	\$350 00	.....	.....	.....	2,125 00	3,380 52	39
Alexandria	3	3,125 64	1,500	100 00	.....	.....	.....	1,600 00	1,525 64	51
Anoka	3	4,984 54	1,675	100 00	.....	.....	.....	1,775 00	3,209 54	36
Austin	3	4,380 79	1,725	450 00	.....	.....	.....	2,175 00	2,205 79	50
Brainerd	2	7,552 75	2,225	1,077 00	\$790 82	\$55 00	.....	4,147 82	3,404 93	55
Chatfield	3	1,933 50	1,100	.....	.....	.....	.....	1,100 00	833 50	57
Crookston	3	5,986 33	1,825	155 00	.....	.....	.....	1,980 00	4,006 33	31
Detroit City	3	2,476 29	1,200	76 00	.....	.....	.....	1,276 00	1,200 29	52
Duluth	2	19,688 16	2,475	2,550 00	1,317 50	.....	.....	6,342 50	13,345 66	32
Faribault	2	9,100 25	2,150	1,420 00	527 40	24 50	.....	4,121 90	4,978 35	45
Fergus Falls	3	7,794 38	1,950	620 00	432 13	3 00	.....	3,005 13	4,789 25	39
Glencoe	3	2,733 31	1,425	1,800 00	.....	.....	.....	1,605 00	1,128 31	59
Granite Falls	3	2,058 98	1,100	50 00	.....	.....	.....	1,150 00	908 98	56
Hastings	3	5,215 07	1,825	500 00	650 00	.....	.....	2,975 00	2,240 07	57
Kasson	3	1,882 44	1,050	76 00	.....	.....	.....	1,126 00	756 44	60
Lake City	3	5,112 72	1,850	393 00	75 00	50	.....	2,318 50	2,794 22	46
Lanesborough	3	1,616 12	1,025	.....	.....	.....	.....	1,025 00	591 12	63
Le Sueur	3	2,181 95	1,175	150 00	.....	.....	.....	1,325 00	856 95	61
Litchfield	3	3,202 24	1,450	108 00	.....	.....	.....	1,558 00	1,744 24	47
Luverne	3	2,421 05	1,175	.....	.....	.....	.....	1,175 00	1,246 05	49
Mankato	2	10,692 47	2,200	1,050 00	975 00	.....	.....	4,225 00	6,467 47	40
Marshall	3	2,233 82	1,250	145 00	.....	.....	.....	1,395 00	838 82	62
Minneapolis	1	175,730 52	3,400	23,898 20	4,401 75	582 61	\$21,700 81	53,983 37	121,747 15	36
Montevideo	3	2,515 79	1,300	.....	.....	.....	.....	1,300 00	1,215 79	51
Moorhead	3	6,312 48	1,925	375 00	.....	.....	.....	2,300 00	4,012 48	36
Morris	3	2,779 97	1,500	135 00	.....	.....	.....	1,635 00	1,144 97	59
New Ulm	3	3,102 91	1,475	100 00	.....	.....	.....	1,575 00	1,527 91	51
Northfield	3	5,852 21	1,850	417 50	52 50	.....	.....	2,320 00	3,532 21	40
Owatonna *	3	.....	.....	.....	.....	.....	.....	.....	.....	.....
Preston	3	2,043 33	1,125	100 00	.....	.....	.....	1,225 00	818 33	60
Red Wing	2	11,360 92	2,400	1,000 00	900 00	3 00	.....	4,303 00	7,057 92	38
Redwood Falls	3	2,039 13	1,100	150 00	.....	.....	.....	1,250 00	789 13	61
Rochester	2	10,847 01	2,250	487 50	900 00	.....	.....	3,637 50	7,209 51	34
Saint Charles	3	2,078 96	1,125	90 00	.....	.....	.....	1,215 00	863 96	58
Saint Cloud	3	7,247 70	1,850	452 50	.....	.....	.....	2,302 50	4,945 20	32
Saint Paul†	1	184,812 51	3,425	26,153 36	.....	446 75	21,498 38	51,523 49	133,289 02	28
Saint Peter	3	3,953 11	1,600	260 66	.....	.....	.....	1,860 66	2,092 45	47
Sauk Centre	3	4,273 00	1,575	300 00	.....	.....	.....	1,875 00	2,398 00	44
Shakopee	3	2,091 87	1,125	300 00	.....	.....	.....	1,425 00	666 87	68
Sleepy Eye	3	2,131 86	1,200	250 00	.....	.....	.....	1,450 00	681 86	68

Spring Valley.....	3	2,493 61	1,225	90 00	.....	.....	.....	1,315 00	1,178 61	53
Stillwater.....	2	15,618 12	2,475	2,500 00	.....	.....	.....	5,931 00	9,687 12	38
Wabasha.....	3	3,257 50	1,425	200 00	.....	.....	.....	1,625 00	1,632 50	50
Wadena.....	3	2,421 36	1,275	50 00	.....	.....	.....	1,325 00	1,096 36	55
Waseca.....	3	3,473 18	1,525	150 00	.....	.....	.....	1,675 00	1,798 18	48
Willmar.....	3	2,942 67	1,425	150 00	.....	.....	.....	1,575 00	1,367 67	54
Winnepago City.....	3	1,754 86	1,025	180 00	.....	.....	.....	1,205 00	1,549 86	68
Winona.....	2	19,600 94	2,500	2,715 00	.....	.....	20 20	7,139 45	12,461 49	36
Worthington.....	3	2,686 55	1,200	100 00	.....	.....	.....	1,300 00	1,386 55	49
Total.....	.....	597,592 39	80,600	70,154 72	13,882 35	1,135 56	43,199 19	208,971 82	388,620 57	35

* Returns from April 1 to April 10 delinquent.

† In public building; no rent paid.

MISSISSIPPI.

Aberdeen.....	3	\$3,939 56	1,650	\$360 00	.....	\$1 25	.....	\$2,011 25	\$1,928 31	51
Brookhaven.....	3	2,555 28	1,300	300 00	.....	1 25	.....	1,601 25	1,954 03	62
Canton.....	3	3,410 94	1,550	486 00	.....	.....	.....	2,036 00	1,374 94	60
Columbus.....	3	6,070 47	1,925	405 00	\$40 05	.....	.....	2,370 05	3,700 42	39
Corinth.....	3	3,323 06	1,500	405 00	.....	.....	.....	1,905 00	1,418 06	57
Greenville.....	3	4,372 00	1,575	249 76	.....	.....	.....	1,824 76	2,547 24	42
Grenada.....	3	3,307 23	1,550	215 00	.....	.....	.....	1,765 00	1,542 23	58
Hazlehurst.....	3	1,990 98	1,100	.....	.....	.....	.....	1,100 00	890 98	55
Holly Springs.....	3	3,452 38	1,625	391 10	.....	2 75	.....	2,018 85	1,433 53	58
Jackson.....	2	11,458 93	2,325	1,600 00	666 00	10 40	.....	4,601 40	6,857 53	40
Kosciusko.....	3	2,290 93	1,300	375 00	.....	.....	.....	1,675 00	615 93	70
Macon.....	3	2,167 20	1,250	.....	.....	8 75	.....	1,258 75	908 45	58
Meridian.....	2	9,169 35	2,200	1,420 00	150 00	11 00	.....	3,781 00	5,388 35	41
Natchez.....	2	9,108 69	2,150	838 81	588 00	7 75	.....	3,584 56	5,524 13	39
Okolona.....	3	2,686 90	1,400	50 00	.....	.....	.....	1,450 00	1,236 90	54
Oxford.....	3	3,956 83	1,575	405 00	.....	.....	.....	1,980 00	1,976 83	50
Port Gibson.....	3	2,031 18	1,125	175 00	.....	.....	.....	1,300 00	731 18	64
Starkville.....	3	2,378 11	1,100	37 50	.....	4 45	.....	1,141 95	1,236 16	48
Vicksburg.....	2	17,693 56	2,575	3,000 00	1,117 50	40 60	.....	6,733 10	10,960 46	38
Water Valley.....	3	2,208 10	1,300	.....	.....	.....	.....	1,300 00	908 10	58
West Point.....	3	2,555 18	1,550	175 00	.....	1 00	.....	1,726 00	829 18	60
Winona.....	3	2,451 10	1,225	180 00	.....	7 25	.....	1,412 25	1,038 85	57
Yazoo City.....	3	3,269 84	1,500	100 00	.....	.....	.....	1,600 00	1,669 84	49
Total.....	.....	105,847 80	36,350	11,168 17	2,561 55	96 45	.....	50,176 17	55,671 63	47

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

MISSOURI.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Appleton City	3	\$2,812 93	\$1,400	\$100 00	.....	.....	.....	\$1,500 00	\$1,312 93	53
Bethany	3	2,333 87	1,200	200 00	.....	.....	.....	1,400 00	1,933 87	60
Boonville	3	5,528 60	1,800	450 00	.....	.....	.....	2,250 00	3,278 60	41
Bowling Green	3	2,516 90	1,200	100 00	.....	.....	.....	1,300 00	1,216 90	52
Brookfield	3	3,473 41	1,550	.....	.....	.....	.....	1,550 00	1,923 41	45
Brunswick	3	2,395 94	1,325	100 00	.....	.....	.....	1,425 00	970 94	59
Butler	3	5,464 46	1,775	200 00	.....	.....	.....	1,975 00	3,489 46	36
Cameron	3	4,514 70	1,700	236 83	.....	.....	.....	1,936 83	2,577 87	43
Canton	3	2,678 46	1,400	90 00	.....	.....	.....	1,490 00	1,188 46	56
Cape Guardeau	3	3,814 35	1,600	.....	.....	.....	.....	1,600 00	2,214 35	42
Carrollton	3	4,773 53	1,725	50 00	.....	.....	.....	1,775 00	2,998 53	37
Carthage	2	10,639 55	2,350	1,905 00	\$283 73	\$65 00	.....	4,603 73	6,035 82	43
Charleston	3	1,675 18	1,100	.....	.....	.....	.....	1,100 00	575 18	66
Chillicothe	3	6,612 20	1,925	526 25	.....	.....	.....	2,451 25	4,160 95	37
Clinton	3	5,949 18	1,825	500 00	.....	.....	.....	2,325 00	3,624 18	39
Columbia	3	7,961 39	1,950	325 00	.....	.....	.....	2,275 00	5,686 39	29
De Soto	3	2,680 06	1,100	25 00	.....	.....	.....	1,125 00	1,555 06	42
Fayette	3	2,996 13	1,325	.....	.....	.....	.....	1,325 00	1,671 13	44
Fulton	3	4,414 11	1,600	75 00	.....	.....	.....	1,675 00	2,739 11	38
Gallatin	3	2,152 04	1,200	.....	.....	.....	.....	1,200 00	952 04	56
Glasgow	3	2,733 48	1,450	.....	.....	.....	.....	1,450 00	1,283 48	53
Hamilton	3	2,333 73	1,200	100 00	.....	.....	.....	1,300 00	1,033 73	56
Hannibal	3	16,841 90	2,675	3,000 00	780 05	.....	\$3,554 17	10,009 22	6,832 68	60
Harrisonville	2	3,230 74	1,450	.....	.....	.....	.....	1,450 00	1,780 74	45
Holden	3	4,828 31	1,500	100 00	.....	.....	.....	1,600 00	3,228 31	33
Independence	3	5,151 68	1,725	162 00	.....	.....	.....	1,887 00	3,264 68	37
Jefferson City	2	9,271 30	2,250	1,500 00	345 00	.....	.....	4,095 00	5,176 30	44
Joplin	3	5,535 30	1,825	540 00	.....	.....	.....	2,365 00	3,170 30	43
Kansas City	1	207,715 39	3,450	27,483 39	3,410 40	1,347 40	22,257 29	57,948 48	149,766 91	31
Kirksville	3	5,086 38	1,700	206 00	.....	.....	.....	1,906 00	3,180 38	37
Lamar	3	5,023 94	1,700	350 00	.....	.....	.....	2,050 00	2,973 94	41
Lebanon	3	3,062 07	1,425	200 00	.....	.....	.....	1,625 00	1,437 07	53
Lexington	3	5,654 81	1,800	200 00	.....	.....	.....	2,000 00	3,654 81	35
Liberty	3	2,812 70	1,425	160 00	.....	.....	.....	1,585 00	1,227 70	56
Louisiana	3	5,983 11	1,775	405 00	.....	.....	.....	2,180 00	3,803 11	36
Macon City	3	5,607 11	1,775	502 50	7 15	.....	.....	2,284 65	3,322 46	41
Marshall	3	5,390 97	1,700	150 00	.....	.....	.....	1,850 00	3,540 97	34
Marysville	3	6,596 71	1,875	350 00	.....	.....	.....	2,225 00	4,371 71	35
Memphis	3	2,649 58	1,300	.....	.....	.....	.....	1,300 00	1,349 58	42
Mexico	3	6,832 19	1,875	350 00	.....	.....	.....	2,225 00	4,607 19	33
Milan	3	1,968 64	1,100	100 00	.....	2 60	.....	1,202 60	766 04	61

	3	7, 718 55	4, 975	735 00	14 10	2 30	2, 726 40	4, 992 15	35
Moberly	3	2, 338 48	1, 175	184 00	.....	.....	1, 359 00	979 48	58
Montgomery	3	3, 040 83	1, 400	271 50	.....	.....	1, 671 50	1, 369 33	55
Neosho	3	6, 448 75	1, 825	407 50	.....	.....	2, 232 50	4, 216 25	35
Nevada	3	4, 707 99	1, 425	67 03	.....	.....	1, 492 03	3, 215 96	31
North Springfield	3	2, 697 41	1, 325	.....	.....	.....	1, 325 00	1, 372 41	49
Palmyra	3	2, 523 77	1, 200	50 00	.....	40	1, 250 40	1, 273 37	50
Paris	3	3, 983 34	1, 525	175 00	.....	.....	1, 700 00	2, 283 34	43
Pierce City	3	2, 811 41	1, 325	.....	.....	.....	1, 325 00	1, 486 41	47
Plattsburgh	3	3, 766 17	1, 525	150 00	.....	.....	1, 675 00	2, 091 17	44
Pleasant Hill	3	5, 060 21	1, 750	138 00	.....	.....	1, 888 00	3, 172 21	37
Rich Hill	3	2, 406 04	1, 200	.....	.....	.....	1, 200 00	1, 206 04	47
Richmond	3	2, 947 49	1, 450	320 49	.....	.....	1, 770 49	1, 177 00	60
Rolla	3	4, 417 66	1, 650	113 00	.....	.....	1, 763 00	2, 654 66	40
Saint Charles	3	66, 256 85	3, 150	9, 000 00	1, 440 72	96 36	23, 623 39	42, 633 46	36
Saint Joseph	1	821, 582 37	5, 500	152, 939 17	1, 345 37	6, 217 09	309, 239 34	512, 343 03	38
Saint Louis*†	1	2, 083 19	1, 225	100 00	.....	.....	1, 325 00	758 19	64
Salem	3	2, 073 88	1, 100	162 00	.....	.....	1, 262 00	811 88	61
Savannah	3	20, 355 48	2, 650	2, 800 00	520 00	4 05	5, 974 05	14, 381 43	29
Sedalia	2	2, 443 42	1, 225	100 00	.....	.....	1, 325 00	1, 118 42	54
Shelbina	3	2, 414 27	1, 225	.....	.....	.....	1, 225 00	1, 189 27	51
Slater	3	14, 968 88	2, 450	2, 293 00	145 65	2 26	4, 890 91	10, 077 97	33
Springfield	2	.....	.....	.....	.....	.....	.....	.....	.....
Stanberry †	3	.....	.....	.....	.....	.....	.....	.....	.....
Trenton	3	4, 493 37	1, 625	290 00	.....	.....	1, 915 00	2, 578 37	43
Warrensburg	3	5, 664 19	1, 825	324 00	.....	.....	2, 149 00	3, 515 19	38
Washington	3	2, 342 60	1, 200	150 00	.....	.....	1, 350 00	992 60	58
Total .....	.....	1, 399, 243 63	111, 950	211, 511 66	8, 292 17	7, 737 46	518, 476 77	880, 766 86	37

* In public building; no rent paid.

[†] Includes \$3,140.33 expenses of mail-bag repair depot.

* Returns from May 19, 1884, to June 30, 1884, are delinquent.

MONTANA.

2	Bozeman.....	\$6,902 00	\$2,100	\$1,550 00	\$275 00	.....	\$3,925 00	\$2,977 00	57
2	Butte City.....	16,169 08	2,575	3,610 00	1,728 00	.....	7,913 00	8,256 08	49
3	Deer Lodge City.....	3,324 18	1,575	800 00	.....	.....	2,381 00	943 18	72
3	Dillon.....	3,127 21	1,550	450 00	.....	.....	2,000 00	1,127 21	64
3	Fort Benton.....	3,783 26	1,700	100 00	.....	.....	1,800 00	1,983 26	48
2	Helena.....	19,249 72	2,575	3,852 19	1,138 24	.....	7,695 85	11,553 87	40
3	Miles City.....	5,259 67	1,800	450 00	.....	.....	2,250 00	3,009 67	43
3	Missoula.....	5,220 38	1,725	540 00	.....	.....	2,276 50	2,943 88	44
3	Virginia City.....	1,863 24	1,225	266 30	.....	.....	1,491 30	371 94	80
	Total.....	64,898 74	16,825	11,618 49	3,141 24	147 92	31,732 65	33,166 09	49

NEBRASKA.

Albion.....	3	\$2, 532 74	\$1, 200	\$100 00	.....	\$1, 300 00	\$1, 232 74	51
Ashland.....	3	3, 159 83	1, 425	150 00	.....	1, 575 00	1, 584 83	50

No. 10.—Gross receipts, expenses, and net revenues of Presidential post-offices for the fiscal year ended June 30, 1884—Continued
NEBRASKA—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Aurora.....	3	\$3,594 82	\$1,500	.....	.....	.....	.....	\$1,500 00	\$2,094 82	42
Beatrice.....	2	9,476 13	2,025	\$457 00	.....	.....	.....	2,482 00	6,994 13	26
Blair.....	3	4,487 39	1,550	400 00	.....	.....	.....	1,950 00	2,537 39	43
Blue Springs.....	3	1,871 37	1,050	138 00	.....	\$0 25	.....	1,188 25	683 12	63
Brownville.....	3	2,278 52	1,250	324 00	.....	.....	.....	1,574 00	704 52	69
Central City.....	3	3,670 26	1,350	150 00	.....	.....	.....	1,500 00	2,170 26	41
Columbus.....	3	5,667 18	1,700	100 00	.....	.....	.....	1,800 00	3,867 18	32
Crete.....	3	5,191 16	1,650	301 05	.....	.....	.....	1,951 05	3,240 11	38
David City.....	3	3,377 12	1,425	200 00	.....	.....	.....	1,625 00	1,752 12	48
Fairbury.....	3	3,407 20	1,425	.....	.....	.....	.....	1,425 00	1,982 20	42
Fairmount.....	3	2,650 68	1,275	200 00	.....	.....	.....	1,475 00	1,175 68	56
Falls City.....	3	4,461 60	1,625	181 00	.....	.....	.....	1,806 00	2,655 60	40
Fremont.....	2	10,411 32	2,175	375 00	\$408 10	10 10	.....	2,968 20	7,443 12	29
Grand Island.....	3	8,153 93	1,875	412 50	.....	.....	.....	2,287 50	5,866 43	28
Harvard.....	3	2,502 03	1,150	.....	.....	.....	.....	1,150 00	1,352 03	46
Hastings.....	2	10,425 32	2,125	1,110 52	307 00	37 75	.....	3,580 27	6,845 05	34
Humboldt.....	3	2,576 07	1,450	.....	.....	.....	.....	1,450 00	1,126 07	56
Kearney.....	3	8,244 75	1,875	1,100 00	.....	.....	.....	2,975 00	5,269 75	36
Lincoln.....	2	37,321 84	2,900	4,997 72	.....	153 85	.....	12,876 92	24,444 92	35
Nebraska City.....	2	8,914 59	2,250	1,249 56	137 18	55	\$4,825 35	3,637 29	5,277 30	41
Norfolk.....	3	3,102 39	1,400	150 00	.....	.....	.....	1,550 00	1,552 39	50
North Platte.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....
Omaha.....	1	101,261 00	3,225	14,445 25	.....	125 75	11,300 92	29,096 92	72,164 08	29
Pawnee.....	3	3,416 74	1,500	.....	.....	.....	.....	1,500 00	1,916 74	44
Plattsmouth.....	3	5,907 86	1,850	462 50	112 50	.....	.....	2,425 00	3,482 86	41
Plum Creek.....	3	2,642 27	1,175	300 00	.....	.....	.....	1,475 00	1,167 27	56
Red Cloud.....	3	3,620 29	1,425	300 00	.....	.....	.....	1,725 00	1,895 29	48
Saint Paul.....	3	2,954 31	1,300	300 00	.....	.....	.....	1,600 00	1,354 31	54
Schuyler.....	3	3,728 39	1,500	125 00	.....	.....	.....	1,625 00	2,103 39	44
Seward.....	3	5,020 89	1,625	190 00	.....	.....	.....	1,815 00	3,205 89	35
Sidney.....	3	2,151 29	1,175	300 00	.....	.....	.....	1,475 00	676 29	69
Sutton.....	3	2,542 80	1,225	.....	.....	.....	.....	1,225 00	1,317 80	48
Tecumseh.....	3	4,349 53	1,675	237 50	.....	.....	.....	1,912 50	2,437 03	44
Tekamah.....	3	2,133 48	1,125	.....	.....	.....	.....	1,125 00	1,008 48	52
Wahoo.....	3	4,251 68	1,550	225 00	.....	.....	.....	1,775 00	2,476 68	42
West Point.....	3	2,662 30	1,200	400 00	.....	.....	.....	1,600 00	1,062 30	60
Wilber.....	3	2,365 02	1,100	.....	.....	.....	.....	1,100 00	1,265 02	47
York.....	3	5,551 77	1,700	150 00	.....	65	.....	1,850 65	3,701 12	33
Total.....	.....	302,037 86	62,000	29,531 60	964 78	328 90	16,126 27	108,951 55	193,086 31	36

* In public building; no rent paid.

† Returns for second quarter, 1884, are delinquent.

NEVADA.

Austin.....	3	\$2,823 42	\$1,525	\$350 00	.....	.....	.....	.....	\$1,875 00	\$948 42	66
Carson City.....	2	6,425 01	2,125	1,000 00	.....	.....	.....	.....	3,484 00	2,941 01	54
Cherry Creek.....	3	1,194 97	1,050	.....	.....	.....	.....	.....	1,050 00	144 97	88
Elko.....	3	2,261 60	1,225	243 00	.....	.....	.....	.....	1,468 00	793 00	65
Eureka.....	2	4,937 28	2,000	1,390 00	.....	.....	.....	.....	3,570 75	1,366 53	72
Gold Hill.....	3	1,927 05	1,300	.....	.....	.....	.....	.....	1,300 00	627 05	67
Reno.....	2	6,325 04	2,000	641 66	.....	.....	.....	.....	2,641 66	3,683 38	42
Tuscarora.....	3	2,304 80	1,250	.....	.....	.....	.....	.....	1,250 00	1,054 80	54
Virginia City.....	2	8,024 01	2,350	2,483 33	.....	.....	.....	.....	5,514 29	2,509 72	69
Winnemucca.....	3	2,299 28	1,225	240 00	.....	.....	.....	.....	1,465 00	834 28	64
Total.....	.....	38,522 46	16,050	6,347 99	.....	.....	.....	.....	23,618 70	14,903 76	61

NEW HAMPSHIRE.

Claremont.....	3	\$6,812 19	\$1,800	\$257 25	.....	.....	.....	.....	\$2,057 25	\$4,754 94	30
Concord.....	2	27,801 86	2,675	3,450 98	.....	.....	.....	.....	12,209 39	15,592 47	44
Dover.....	2	11,529 27	2,425	2,000 00	.....	.....	.....	.....	5,338 19	6,191 08	46
Exeter.....	3	4,506 90	1,750	270 00	.....	.....	.....	.....	2,020 00	2,486 90	45
Farmington.....	3	2,681 73	1,325	100 00	.....	.....	.....	.....	1,425 00	1,256 73	53
Franklin.....	3	2,578 57	1,300	.....	.....	.....	.....	.....	1,300 00	1,278 57	50
Franklin Falls.....	3	2,836 36	1,450	.....	.....	.....	.....	.....	1,450 00	1,386 36	51
Great Falls.....	3	4,968 63	1,750	199 59	.....	.....	.....	.....	1,949 59	3,019 04	39
Hanover.....	3	5,867 97	1,600	.....	.....	.....	.....	.....	1,600 00	2,267 97	41
Hinsdale.....	3	1,923 24	1,125	.....	.....	.....	.....	.....	1,125 00	798 24	59
Keene.....	2	11,800 80	2,700	860 00	.....	.....	.....	.....	4,055 00	7,745 80	34
Laconia.....	3	5,507 65	1,700	.....	.....	.....	.....	.....	1,700 00	3,807 65	32
Lake Village.....	3	2,385 69	1,300	.....	.....	.....	.....	.....	1,300 00	1,085 69	55
Lancaster.....	3	3,477 98	1,500	.....	.....	.....	.....	.....	1,500 00	1,977 98	43
Lebanon.....	3	4,905 54	1,700	400 00	.....	.....	.....	.....	2,100 00	2,805 54	43
Littleton.....	3	4,158 12	1,575	250 00	.....	.....	.....	.....	1,825 00	2,333 12	44
Manchester.....	2	32,478 36	2,750	4,000 00	.....	.....	.....	.....	15,757 39	16,720 97	48
Milford.....	3	3,279 70	1,425	.....	.....	.....	.....	.....	1,425 00	1,854 70	43
Nashua.....	2	17,459 52	2,650	2,640 48	.....	.....	.....	.....	6,243 83	11,215 69	36
Newport.....	3	2,714 48	1,425	346 50	.....	.....	.....	.....	1,771 50	942 98	65
Penacook.....	3	2,435 38	1,300	.....	.....	.....	.....	.....	1,300 00	1,135 38	53
Peterborough.....	3	2,806 53	1,375	.....	.....	.....	.....	.....	1,375 00	1,431 53	49
Pittsfield.....	3	2,136 40	1,125	200 00	.....	.....	.....	.....	1,325 00	811 40	62
Plymouth.....	3	3,653 13	1,500	.....	.....	.....	.....	.....	1,500 00	2,153 13	41
Portsmouth*.....	2	13,441 37	2,400	2,900 00	.....	.....	.....	.....	5,348 00	8,093 37	40
Rochester.....	3	4,598 91	1,625	500 00	.....	.....	.....	.....	2,125 00	2,473 91	46
Suncook.....	3	1,960 72	1,100	.....	.....	.....	.....	.....	1,100 00	860 72	56
Tilton.....	3	2,464 75	1,325	135 00	.....	.....	.....	.....	1,460 00	1,004 75	59
Walpole.....	3	2,296 13	1,075	.....	.....	.....	.....	.....	1,075 00	1,221 13	47
Total.....	.....	193,467 88	48,750	18,509 80	.....	.....	.....	.....	84,760 14	108,707 74	44

* In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

NEW JERSEY.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Asbury Park	2	\$11,265 73	\$2,225	\$1,059 00	\$337 50	.....	.....	\$3,621 50	\$7,644 23	32
Atlantic City	2	14,901 13	2,425	1,965 00	388 85	\$2 50	.....	4,781 35	10,119 78	32
Belvidere	3	2,699 01	1,350	.....	.....	.....	.....	1,350 00	1,349 01	49
Bergen Point	3	2,963 38	1,325	.....	.....	.....	.....	1,325 90	1,638 38	45
Bloomfield	3	4,790 17	1,675	.....	.....	.....	.....	1,675 00	3,115 17	35
Boonton	3	2,589 78	1,450	.....	.....	.....	.....	1,450 00	1,139 78	56
Bordentown	3	4,550 40	1,675	350 00	.....	.....	.....	2,025 00	2,525 40	45
Bridgeton	3	8,931 92	1,925	300 00	150 00	.....	.....	2,375 00	6,556 92	27
Burlington	3	6,637 71	1,800	360 00	.....	.....	.....	2,160 00	4,477 71	33
Camden	2	32,221 59	2,650	2,982 33	1,618 62	54 85	\$7,479 24	14,785 04	17,436 55	46
Cape May	3	4,950 05	1,700	240 00	.....	.....	.....	1,940 00	3,010 05	39
Dover	3	4,768 95	1,775	258 75	71 00	66	.....	2,105 41	2,663 54	44
East Orange	3	4,794 72	1,625	.....	.....	.....	.....	1,625 00	3,169 72	34
Elizabeth	2	24,669 71	2,775	3,700 00	1,173 12	19 06	6,113 55	13,780 73	10,888 98	56
Englewood	3	4,652 37	1,600	.....	.....	.....	.....	1,600 00	3,052 37	34
Flemington	3	3,614 65	1,500	200 00	.....	.....	.....	1,700 00	1,914 65	47
Freehold	3	5,117 80	1,675	405 00	.....	.....	.....	2,080 00	3,037 80	41
Hackensack	3	3,659 31	1,600	.....	.....	.....	.....	1,425 00	2,234 31	39
Hackettstown	3	3,931 56	1,625	206 00	.....	.....	.....	1,806 00	2,125 56	46
Hightstown	3	2,831 09	1,300	.....	.....	.....	.....	1,300 00	1,531 09	46
Hoboken	2	15,005 80	2,425	1,080 51	700 00	.....	4,878 75	9,084 26	5,921 54	61
Jersey City*	1	74,736 46	3,100	8,575 34	.....	156 89	27,401 64	39,233 87	35,502 59	52
Key Port	3	2,169 99	1,200	.....	.....	.....	.....	1,200 00	969 99	55
Lambertville	3	4,855 25	1,675	200 00	.....	.....	.....	1,875 00	2,980 25	39
Long Branch	3	4,889 13	1,600	450 00	.....	.....	.....	2,050 00	2,839 13	42
Long Branch Village	3	2,704 93	1,500	400 00	.....	.....	.....	1,900 00	804 93	70
Madison	3	2,973 16	1,425	.....	.....	.....	.....	1,425 00	1,548 16	48
Millville	3	4,294 20	1,600	400 00	.....	.....	.....	2,000 00	2,294 20	47
Mont Clair	3	6,103 05	1,700	100 00	.....	.....	.....	1,800 00	4,303 05	29
Moorestown	3	2,655 49	1,275	.....	.....	.....	.....	1,275 00	1,380 49	48
Morristown	2	13,363 35	2,400	1,900 00	672 30	.....	.....	4,972 30	8,391 05	37
Mount Holly	3	4,970 82	1,750	.....	.....	.....	.....	1,750 00	3,220 82	35
Newark*	1	130,741 99	3,325	16,000 00	.....	49 52	31,311 26	50,685 78	80,056 21	38
New Brunswick	2	18,221 07	2,525	2,470 00	1,015 00	8 50	.....	6,018 50	12,202 57	33
Newton	3	5,699 42	1,700	500 00	.....	.....	.....	2,200 00	3,499 42	39
Ocean Grove	3	5,571 98	1,675	360 00	.....	.....	.....	2,035 00	3,536 98	35
Orange	2	11,802 13	2,425	1,200 00	328 78	.....	.....	3,953 78	7,848 35	33
Orange Valley	3	3,604 38	1,500	.....	.....	.....	.....	1,500 00	2,104 38	42
Passaic	3	8,030 71	1,975	260 00	.....	.....	.....	2,235 00	5,795 71	28
Paterson	2	29,610 99	2,825	3,444 00	1,459 60	216 77	9,453 76	17,399 13	12,211 86	59
Perth Amboy	3	5,357 26	1,775	100 00	.....	.....	.....	1,875 00	3,482 26	35

Phillipsburgh.....	3	4,120 81	1,625	.....	908 75	.....	.....	1,625 00	2,495 81	39
Plainfield.....	2	17,160 50	2,575	.....	.....	9 40	.....	5,230 15	11,930 35	30
Princeton.....	2	8,014 57	2,025	.....	.....	.....	.....	3,311 71	4,702 86	41
Rahway.....	2	9,845 15	2,225	.....	365 00	.....	.....	3,578 00	6,267 15	36
Red Bank.....	3	6,034 23	1,750	.....	200 00	.....	.....	1,950 00	4,084 23	32
Rutherford.....	3	4,051 05	1,550	.....	.....	.....	.....	1,550 00	2,501 05	38
Salem.....	3	4,852 56	1,650	.....	.....	.....	.....	1,650 00	3,202 56	34
Somerville.....	3	4,577 33	1,700	.....	385 00	.....	.....	2,085 00	2,492 33	46
South Amboy.....	3	2,476 70	1,200	.....	.....	.....	.....	1,200 00	1,276 70	48
South Orange.....	3	2,834 64	1,425	.....	.....	.....	.....	1,425 00	1,409 64	50
Summit.....	3	2,516 41	1,200	.....	125 00	.....	.....	1,325 00	1,191 41	52
Tom's River.....	3	2,157 63	1,175	.....	.....	.....	.....	1,175 00	982 63	54
Trenton.....	1	51,816 52	3,000	.....	8,134 61	88 31	8,457 40	19,680 32	32,136 20	38
Vineland.....	3	6,769 05	1,900	.....	200 00	.....	.....	2,100 00	4,669 05	31
Washington.....	2	36,497 93	2,975	.....	1,409 33	261 00	.....	4,694 91	31,803 02	13
Weehawken.....	3	5,697 43	1,625	.....	.....	.....	.....	1,625 00	4,072 43	29
Westfield.....	3	2,699 14	1,300	.....	.....	.....	.....	1,300 00	1,399 14	48
Woodbury.....	3	8,456 77	1,975	.....	450 00	.....	.....	2,425 00	6,031 77	29
Total.....	.....	692,481 01	109,725	.....	64,381 58	9,449 52	656 04	279,307 74	413,173 27	40

* In public building; no rent paid.

NEW MEXICO.

Albuquerque.....	2	\$10,911 43	\$2,175	\$1,000 00	.....	.....	.....	\$3,175 00	\$7,736 43	29
Deming.....	3	3,594 81	1,300	199 70	.....	.....	.....	1,499 70	2,095 11	42
Las Vegas.....	2	9,043 20	2,250	950 75	.....	.....	.....	3,570 50	5,472 70	39
Raton.....	3	2,696 04	1,450	.....	.....	.....	.....	1,450 00	1,246 04	54
Santa Fé.....	2	7,434 71	2,125	1,800 00	.....	225 00	.....	4,154 50	3,280 21	56
Silver City.....	3	5,849 58	1,800	802 50	.....	.....	.....	2,602 50	3,247 08	44
Socorro.....	3	4,410 30	1,600	333 52	.....	.....	.....	1,933 52	2,476 78	44
Total.....	.....	43,940 07	12,700	5,056 47	.....	594 75	4 50	18,385 72	25,554 35	42

NEW YORK.

Adams.....	3	\$2,702 90	\$1,325	\$250 00	.....	.....	.....	\$1,575 00	\$1,127 90	58
Addison.....	3	3,839 09	1,600	250 00	.....	.....	.....	1,850 00	1,989 09	48
Albany.....	1	158,703 82	3,450	37,223 78	.....	.....	.....	74,551 26	84,152 56	47
Albion.....	3	6,830 12	1,925	699 23	.....	.....	.....	2,691 73	4,138 39	39
Alfred Centre.....	3	2,380 03	1,200	.....	.....	.....	.....	1,200 00	1,180 03	50
Allegany.....	3	2,264 81	1,425	.....	.....	.....	.....	1,425 00	839 81	63
Amsterdam.....	2	13,500 27	2,400	1,732 00	.....	500 00	2 16	4,634 16	8,866 11	34
Angelica.....	3	2,705 42	1,375	.....	.....	.....	.....	1,375 00	1,330 42	51
Astoria.....	3	2,436 89	1,325	.....	.....	.....	.....	1,325 00	1,111 89	54
Attica.....	3	3,506 21	1,500	150 00	.....	.....	.....	1,650 00	1,856 21	30
Auburn.....	2	35,955 02	2,925	4,850 00	.....	1,475 75	123 42	16,190 47	19,764 55	45

* In public building; no rent paid for six months.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

NEW YORK—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Avon	3	\$2,418 85	\$1,300	\$400 00	.....	.....	.....	\$1,700 00	\$718 85	70
Babylon	3	2,909 90	1,375	.....	.....	.....	.....	1,375 00	1,534 90	47
Bainbridge	3	2,377 60	1,075	150 00	.....	.....	.....	1,225 00	1,152 60	51
Baldwinsville	3	4,000 81	1,525	100 00	.....	.....	.....	1,625 00	2,375 81	40
Ballston	3	5,324 44	1,675	400 00	.....	.....	.....	2,075 00	3,249 44	39
Batavia	2	12,537 25	2,450	1,875 27	\$853 00	.....	.....	5,178 27	7,358 98	41
Bath	2	8,613 22	2,100	915 50	500 00	\$7 00	.....	3,522 50	5,090 72	41
Binghamton	1	40,626 02	3,000	5,652 00	1,226 38	55 35	\$4,769 80	14,703 53	25,922 49	36
Bolivar	3	4,116 28	1,650	.....	.....	.....	.....	1,650 00	2,466 28	40
Boonville	3	3,208 29	1,500	243 00	.....	.....	.....	1,743 00	1,465 29	54
Brewster	3	2,723 31	1,400	.....	.....	.....	.....	1,400 00	1,323 31	51
Brockport	2	7,340 03	2,075	475 00	163 40	.....	.....	2,713 40	4,626 63	37
Brooklyn	1	350,124 25	3,850	54,164 96	9,964 78	2,319 44	132,450 64	202,749 82	147,374 53	58
Buffalo*	1	371,398 47	3,700	33,673 56	.....	373 89	39,956 23	77,703 68	293,694 79	21
Cambridge	3	3,530 23	1,500	.....	.....	.....	.....	1,500 00	2,030 23	42
Camden	3	3,425 52	1,525	.....	.....	.....	.....	1,525 00	1,900 52	44
Canajoharie	3	5,345 61	1,550	.....	.....	.....	.....	1,550 00	3,795 61	29
Canandaigua*	2	10,603 83	2,275	1,800 00	.....	.....	.....	4,075 00	6,528 83	38
Canastota	3	3,874 67	1,500	.....	.....	.....	.....	1,500 00	2,374 67	31
Canistota	3	3,207 72	1,500	90 00	.....	.....	.....	1,590 00	1,617 72	49
Canton	3	4,132 78	1,600	75 00	.....	.....	.....	1,675 00	2,457 78	40
Carthage	2	3,535 69	1,550	500 00	.....	.....	.....	2,050 00	1,485 69	58
Castile	3	2,128 95	1,125	.....	.....	.....	.....	1,125 00	1,003 95	53
Catskill	2	8,862 65	2,025	841 25	.....	.....	.....	2,866 25	5,996 40	32
Cazenovia	3	4,703 27	1,600	200 00	.....	.....	.....	1,800 00	2,903 27	40
Chatham	3	3,529 94	1,500	400 00	.....	.....	.....	1,900 00	1,629 94	54
City Island	3	2,757 93	1,275	.....	.....	.....	.....	1,275 00	1,482 93	46
Clifton Springs	3	3,836 95	1,575	.....	.....	.....	.....	1,575 00	2,261 95	41
Clinton	3	4,087 43	1,600	300 00	.....	.....	.....	1,900 00	2,187 43	46
Clyde	3	4,332 83	1,625	199 63	.....	.....	.....	1,824 63	2,508 20	42
Cobleskill	3	3,410 07	1,575	180 00	.....	.....	.....	1,755 00	1,655 07	51
Cohoes	2	11,519 72	2,425	1,500 00	54 00	.....	.....	3,979 00	7,540 72	35
Cold Spring	3	2,657 41	1,400	.....	.....	.....	.....	1,400 00	1,257 41	53
Cooperstown	3	5,779 29	1,700	400 00	.....	.....	.....	2,100 00	3,679 29	36
Corning	2	10,587 89	2,350	1,050 00	857 50	.....	.....	4,257 50	6,330 39	32
Cornwall-on-the-Hudson	3	2,460 13	1,400	.....	.....	.....	.....	1,400 00	1,060 13	52
Cortland	2	11,979 50	2,225	1,000 00	700 00	.....	.....	3,925 00	8,054 50	32
Coxsackie	3	3,369 20	1,500	175 00	.....	.....	.....	1,675 00	1,694 20	49
Cuba	3	3,506 52	1,525	100 00	.....	.....	.....	1,625 00	1,881 52	46
Dansville	3	7,649 25	1,875	452 50	.....	.....	.....	2,327 50	5,321 75	30
Delhi	3	3,953 86	1,500	243 00	.....	.....	.....	1,743 00	2,210 86	44

* In public building; no rent paid.

Deposit.....	3	3,048 12	1,425	.....	.....	.....	.....	.....	1,425 00	1,623 12	46
Dobb's Ferry.....	3	2,503 30	1,350	.....	.....	.....	.....	.....	1,350 00	1,153 30	54
Dundee.....	3	2,433 67	1,250	.....	.....	.....	.....	.....	1,250 00	1,183 67	51
Dunkirk.....	2	9,230 85	2,200	.....	.....	.....	.....	319 00	3,656 25	5,574 60	39
East New York.....	3	3,459 15	1,525	.....	.....	.....	.....	.....	1,525 00	1,934 15	44
Ellenville.....	3	4,831 65	1,675	.....	.....	.....	.....	.....	1,675 00	3,156 65	35
Elmira.....	1	43,478 42	3,000	.....	.....	.....	.....	2,000 00	17,402 50	26,075 92	40
Fairport.....	3	5,463 50	1,675	.....	.....	.....	.....	.....	1,675 00	3,788 50	31
Fayetteville.....	3	2,285 94	1,225	.....	.....	.....	.....	.....	1,225 00	1,060 94	53
Fishkill-on-the-Hudson.....	3	3,103 94	1,425	.....	.....	.....	.....	.....	1,668 00	1,435 94	53
Flushing.....	3	5,956 00	1,800	.....	.....	.....	.....	.....	1,800 00	4,156 00	30
Fort Edward.....	3	3,939 35	1,575	.....	.....	.....	.....	.....	1,575 00	2,364 35	42
Fort Plain.....	3	6,124 07	1,900	.....	.....	.....	.....	.....	2,654 88	3,469 19	43
Fredonia.....	2	8,280 53	2,100	.....	.....	.....	.....	177 81	3,395 00	4,885 53	41
Friendship.....	3	2,778 04	1,400	.....	.....	.....	.....	295 00	1,495 56	1,282 48	54
Fulton.....	3	6,295 26	1,825	.....	.....	.....	.....	.....	2,230 00	4,065 26	36
Geneseo.....	3	4,410 10	1,700	.....	.....	.....	.....	.....	2,021 50	2,388 60	45
Geneva.....	3	16,901 84	2,575	.....	.....	.....	.....	.....	4,576 00	12,325 84	27
Glen's Falls.....	3	10,957 41	2,275	.....	.....	.....	.....	15 00	3,959 15	6,998 26	36
Gloversville.....	2	10,756 32	2,250	.....	.....	.....	.....	162 50	6,906 32	6,906 32	36
Goshen.....	3	8,212 24	1,675	.....	.....	.....	.....	500 00	2,275 00	5,937 24	28
Gouverneur.....	3	5,218 90	1,700	.....	.....	.....	.....	.....	2,015 00	3,203 90	39
Gowanda.....	3	2,291 26	1,200	.....	.....	.....	.....	.....	1,225 00	1,066 26	53
Greene.....	3	2,574 96	1,300	.....	.....	.....	.....	.....	1,390 00	1,184 96	56
Greenport.....	3	3,371 01	1,500	.....	.....	.....	.....	.....	1,650 00	1,721 01	46
Greenwich.....	3	2,987 10	1,425	.....	.....	.....	.....	.....	1,425 00	1,562 10	47
Hamilton.....	3	4,347 52	1,625	.....	.....	.....	.....	.....	1,675 00	2,672 52	38
Hammondsport.....	3	2,327 02	1,225	.....	.....	.....	.....	.....	1,375 00	952 02	59
Havana.....	3	2,201 05	1,150	.....	.....	.....	.....	.....	1,150 00	1,051 05	52
Haverstraw.....	3	2,965 32	1,400	.....	.....	.....	.....	.....	1,450 00	1,515 32	50
Hempstead.....	3	2,524 99	1,100	.....	.....	.....	.....	.....	1,100 00	1,424 99	40
Herkimer.....	3	4,491 63	1,575	.....	.....	.....	.....	.....	1,675 00	2,816 63	37
Homer.....	3	3,428 92	1,525	.....	.....	.....	.....	.....	1,525 00	1,903 92	44
Hoosick Falls.....	3	6,045 01	1,675	.....	.....	.....	.....	.....	1,675 00	4,370 01	28
Hornellsville.....	2	13,247 83	2,325	.....	.....	.....	.....	.....	4,716 66	8,531 17	36
Horseheads.....	3	2,339 19	1,225	.....	.....	.....	.....	.....	1,225 00	1,114 19	53
Hudson.....	2	13,787 86	2,425	.....	.....	.....	.....	1,200 00	5,213 22	8,574 64	48
Huntington.....	3	3,414 59	1,525	.....	.....	.....	.....	634 85	1,525 00	1,889 59	44
Ilion.....	3	5,867 16	1,825	.....	.....	.....	.....	.....	2,225 00	3,642 16	38
Ithaca.....	2	22,290 80	2,700	.....	.....	.....	.....	.....	7,863 15	14,427 65	35
Jamaica.....	3	3,566 53	1,425	.....	.....	.....	.....	1,662 00	1,575 00	1,991 53	44
Jamestown.....	2	21,028 63	2,575	.....	.....	.....	.....	.....	6,470 31	14,558 32	31
Johnstown.....	3	7,711 14	1,875	.....	.....	.....	.....	1,425 00	1,875 00	5,836 14	24
Jordan.....	3	2,135 42	1,050	.....	.....	.....	.....	.....	1,050 00	1,085 42	49
Katonah.....	3	3,363 27	1,475	.....	.....	.....	.....	.....	1,475 00	1,888 27	44
Keeseville.....	3	2,542 96	1,325	.....	.....	.....	.....	.....	1,775 00	767 96	69
Kingston.....	2	10,229 05	2,300	.....	.....	.....	.....	.....	4,276 86	5,952 19	42
Le Roy.....	3	6,420 48	1,875	.....	.....	.....	.....	705 43	2,329 50	4,090 98	36
Lima.....	3	1,873 81	1,125	.....	.....	.....	.....	54 50	1,125 00	748 81	61
Little Falls.....	3	12,946 64	2,325	.....	.....	.....	.....	.....	4,689 30	8,257 34	39
Lockport.....	2	24,983 58	2,650	.....	.....	.....	.....	.....	7,635 87	17,347 71	30
Long Island City.....	3	4,316 55	1,550	.....	.....	.....	.....	.....	1,650 00	2,666 55	38

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1884*—Continued.

NEW YORK—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Lowville.....	3	\$4,456 85	\$1,550	\$284 00	.....	.....	.....	\$1,834 00	\$2,622 85	41
Lyons.....	3	6,600 45	1,850	500 00	\$55 90	.....	.....	2,405 90	4,194 55	36
Malone.....	3	7,056 49	1,875	720 00	.....	.....	.....	2,595 00	4,461 49	37
Mamaroneck.....	3	2,369 06	1,200	.....	.....	.....	.....	1,200 00	1,169 06	50
Matteawan.....	3	3,499 43	1,525	250 00	.....	.....	.....	1,775 00	1,724 43	50
Mayville.....	3	2,188 49	1,250	.....	.....	.....	.....	1,250 00	938 49	57
Mechanicsville.....	3	2,666 17	1,250	62 50	.....	\$0 25	.....	1,312 75	1,353 42	50
Medina.....	3	6,529 33	1,800	68 00	168 75	.....	.....	2,036 75	4,492 58	31
Mexico.....	3	2,511 29	1,325	.....	.....	.....	.....	1,325 00	1,186 29	52
Middletown.....	2	14,413 31	2,325	1,750 00	1,000 00	.....	.....	5,075 00	9,338 31	35
Millerton.....	3	2,465 45	1,350	225 00	.....	.....	.....	1,575 00	890 45	64
Monticello.....	3	2,241 07	1,175	162 00	.....	.....	.....	1,337 00	904 07	59
Moravia.....	3	2,656 36	1,400	.....	.....	.....	.....	1,400 00	1,256 36	53
Morristown.....	3	8,040 48	1,850	350 00	.....	.....	.....	2,200 00	5,840 48	27
Mount Morris.....	3	3,383 55	1,550	400 00	.....	.....	.....	1,950 00	1,433 55	58
Mount Vernon.....	3	7,668 69	1,925	412 50	.....	.....	.....	2,337 50	5,331 19	30
Naples.....	3	1,955 86	1,200	200 00	.....	.....	.....	1,400 00	555 86	72
Newark.....	3	7,458 79	1,950	395 00	.....	.....	.....	2,345 00	5,113 79	31
New Brighton.....	3	4,071 40	1,525	.....	1,736 31	13 12	.....	1,525 00	2,546 40	37
Newburgh.....	2	25,096 22	2,750	5,400 00	.....	.....	.....	9,899 43	15,196 79	39
New Lebanon.....	3	2,919 55	1,250	.....	.....	.....	.....	1,250 00	1,669 55	43
New Rochelle.....	3	5,721 81	1,675	50 00	.....	.....	.....	1,725 00	3,996 81	30
New York*.....	1	4,295,814 73	8,000	804,000 45	30,228 65	37,757 21	\$543,748 14	1,423,734 45	2,872,080 28	†33
Niagara Falls.....	3	6,801 51	1,800	1,134 00	.....	.....	.....	2,934 00	3,867 51	43
Norwich.....	2	8,204 21	2,025	540 00	75 00	.....	.....	2,640 00	5,564 21	32
Nunda.....	3	2,283 72	1,200	150 00	.....	.....	.....	1,350 00	933 72	60
Nyack.....	3	5,783 58	1,725	200 00	.....	.....	.....	1,925 00	3,858 58	33
Ogdensburg*.....	2	11,860 26	2,200	1,332 61	.....	80 48	.....	3,532 61	8,327 65	30
Olean.....	2	12,024 93	2,425	1,600 00	359 58	.....	.....	4,465 06	7,559 87	37
Oneida.....	2	10,889 02	2,275	1,200 00	497 20	.....	.....	3,972 20	6,916 82	36
Oneonta.....	3	7,836 92	1,925	650 00	138 75	.....	.....	2,713 75	5,123 17	35
Oswego*.....	2	24,044 25	2,650	4,200 00	16 50	5,038 41	.....	11,904 91	12,139 34	49
Owego.....	2	9,964 57	2,250	1,307 00	635 00	32 00	.....	4,224 00	5,740 57	42
Oxford.....	3	2,774 79	1,350	116 67	.....	.....	.....	1,466 67	1,308 12	53
Palmyra.....	3	7,432 24	1,950	452 50	.....	.....	.....	2,402 50	5,029 74	32
Patchogue.....	3	3,094 48	1,375	84 00	.....	.....	.....	1,459 00	1,635 48	47
Peekskill.....	2	7,826 64	2,075	750 00	.....	.....	.....	2,825 00	5,001 64	36
Penn Yan.....	2	7,351 77	2,100	1,216 00	332 00	3 25	.....	3,651 25	3,700 52	49
Perry.....	3	2,659 92	1,400	.....	.....	.....	.....	1,400 00	1,259 92	53
Phelps.....	3	2,594 81	1,300	.....	.....	.....	.....	1,300 00	1,294 81	50
Plattsburgh.....	2	10,112 43	2,175	891 66	.....	.....	.....	3,066 66	7,045 77	30
Port Byron.....	3	2,167 00	1,100	.....	.....	.....	.....	1,100 00	1,067 00	50

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

NEW YORK—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Watertown.....	2	\$23,874 32	\$2,650	\$3,331 74	\$1,408 34	\$130 20	\$4,136 40	\$11,656 68	\$12,217 64	49
Waterville.....	3	4,450 62	1,625	.....	.....	.....	.....	1,625 00	2,825 62	36
Watkins.....	3	4,550 92	1,725	243 00	.....	.....	.....	1,968 00	2,582 92	43
Waverly.....	2	7,338 06	2,050	370 61	475 00	.....	.....	2,895 61	4,442 45	39
Weedsport.....	3	3,490 51	1,500	.....	.....	.....	.....	1,500 00	1,990 51	31
Wellsville.....	3	6,120 07	1,775	400 00	.....	.....	.....	2,175 00	3,945 07	35
West Chester.....	3	2,366 39	1,200	.....	.....	.....	.....	1,200 00	1,106 39	51
Westfield.....	3	3,856 81	1,625	150 00	.....	.....	.....	1,775 00	2,081 81	46
West New Brighton.....	3	7,660 48	1,675	.....	.....	.....	.....	1,675 00	5,985 48	22
West Point.....	3	3,035 88	1,400	.....	.....	.....	.....	1,400 00	1,635 88	46
West Troy.....	3	6,684 07	1,900	.....	.....	.....	.....	1,900 00	4,784 07	28
Whitehall.....	3	4,301 59	1,600	.....	.....	.....	.....	1,600 00	2,701 59	37
White Plains.....	3	4,824 90	1,700	200 00	.....	.....	.....	1,900 00	2,924 90	39
Wolcott.....	3	2,190 03	1,200	.....	.....	.....	.....	1,200 00	990 03	55
Yonkers.....	2	20,205 69	2,650	2,514 50	708 00	35 68	3,480 93	9,389 11	10,816 58	46
.....	.....	7,033,955 30	377,775	1,104,096 57	85,435 87	49,633 03	855,493 42	2,472,433 89	4,561,521 41	35

NORTH CAROLINA.

Asheville.....	3	\$7,134 37	\$1,750	\$1,050 00	.....	.....	.....	\$2,800 00	\$4,334 37	39
Charlotte.....	2	15,083 06	2,475	1,700 00	\$405 00	\$5 55	.....	4,585 55	10,497 51	30
Concord.....	3	2,288 40	1,275	100 00	.....	.....	.....	1,375 00	913 40	60
Durham.....	3	4,922 09	1,600	50 00	.....	.....	.....	1,650 00	3,272 09	34
Elizabeth City.....	3	2,428 88	1,350	100 00	.....	.....	.....	1,450 00	978 88	60
Fayetteville.....	3	4,411 27	1,600	500 00	.....	.....	.....	2,100 00	2,311 27	48
Goldsborough.....	3	6,788 23	1,775	860 00	.....	.....	.....	2,635 00	4,153 23	39
Greensborough.....	3	6,901 68	1,875	750 00	.....	.....	.....	2,625 00	4,276 68	38
New Berne.....	3	4,552 99	1,875	766 66	.....	.....	.....	2,641 66	1,911 33	58
Raleigh*.....	2	21,535 21	2,650	4,000 00	.....	35 90	.....	6,685 90	14,849 31	31
Reidsville.....	3	2,582 07	1,175	150 00	.....	.....	.....	1,325 00	1,257 07	51
Salisbury.....	3	3,780 13	1,500	600 00	.....	.....	.....	2,100 00	1,680 13	56
Statesville.....	3	3,482 38	1,375	350 00	.....	.....	.....	1,725 00	1,757 38	50
Tarborough.....	3	3,320 57	1,525	270 00	.....	.....	.....	1,795 00	1,525 57	54
Washington.....	3	2,513 05	1,200	.....	.....	.....	.....	1,200 00	1,313 05	48
Wilmington.....	2	21,764 71	2,625	4,120 00	2,627 90	70 88	\$4,030 00	13,473 78	8,290 93	62
Wilson.....	3	3,295 49	1,500	90 00	.....	.....	.....	1,590 00	1,705 49	48
Winston.....	3	6,281 18	1,675	590 00	.....	.....	.....	2,265 00	4,016 18	36
Total.....	.....	123,065 76	30,800	16,046 66	3,032 90	112 33	4,030 00	54,021 89	69,043 87	44

* In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

OHIO—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Garrettsville.....	3	\$2,324 11	\$1,150	.....	.....	\$0 50	.....	\$1,150 50	\$1,173 61	50
Geneva.....	3	4,324 86	1,675	\$90 00	.....	.....	.....	1,765 00	2,559 86	40
Granville.....	3	2,604 91	1,300	.....	.....	.....	.....	1,300 00	1,304 91	50
Greenfield.....	3	2,927 68	1,400	100 00	.....	.....	.....	1,500 00	1,427 68	50
Greenville.....	3	5,502 00	1,800	700 00	.....	.....	.....	2,500 00	3,002 00	45
Hamilton.....	2	14,620 51	2,575	3,070 50	\$602 73	56 15	.....	6,304 38	8,316 13	48
Hicksville.....	3	2,276 06	1,200	.....	46 25	.....	.....	1,200 00	1,076 06	50
Hillsborough.....	3	5,933 85	1,850	565 50	.....	.....	.....	2,461 75	3,472 10	42
Hiram.....	3	2,155 56	1,075	.....	.....	.....	.....	1,075 00	1,080 56	48
Hudson.....	3	2,359 54	1,350	.....	.....	.....	.....	1,350 00	1,009 54	56
Ironton.....	2	7,600 30	2,100	1,116 66	300 00	2 15	.....	3,518 81	4,081 49	46
Jackson.....	3	4,125 20	1,700	500 00	.....	.....	.....	2,200 00	1,925 20	53
Jefferson.....	3	2,898 45	1,400	200 00	.....	.....	.....	1,600 00	1,298 45	54
Kent.....	3	3,800 43	1,600	100 00	.....	.....	.....	1,700 00	2,100 43	40
Kenton.....	3	6,674 30	1,875	100 00	.....	.....	.....	1,975 00	4,699 30	29
Lancaster.....	2	8,275 78	2,050	1,050 00	.....	.....	.....	3,100 00	5,175 78	36
Lebanon.....	3	6,067 76	1,900	460 00	.....	.....	.....	2,360 00	3,707 76	38
Lectonia.....	3	2,373 65	1,300	.....	.....	.....	.....	1,300 00	1,073 65	50
Lima.....	2	14,241 08	2,525	1,766 66	610 00	17 01	.....	4,918 67	9,322 41	27
Logan.....	3	4,082 58	1,625	133 15	.....	.....	.....	1,758 15	2,324 43	42
London.....	3	4,297 96	1,700	200 00	.....	.....	.....	1,900 00	2,397 96	44
Lorain.....	3	2,601 27	1,300	100 00	.....	.....	.....	1,400 00	1,201 27	54
Loudonville.....	3	1,951 83	1,050	.....	.....	.....	.....	1,050 00	901 83	50
Mansfield.....	2	24,940 48	2,650	2,278 00	985 00	.....	\$3,658 49	9,571 49	15,568 99	38
Marietta.....	2	9,554 85	2,300	1,375 00	446 23	6 65	.....	4,127 88	5,426 97	43
Marion.....	3	6,818 94	1,775	500 00	.....	.....	.....	2,275 00	4,543 94	33
Martin's Ferry.....	3	2,755 80	1,275	75 00	.....	.....	.....	1,350 00	1,405 80	50
Marysville.....	3	4,052 15	1,625	200 00	.....	.....	.....	1,825 00	2,227 15	45
Massillon.....	2	10,231 96	2,225	1,216 76	397 58	.....	.....	3,839 34	6,392 62	37
Mechanicsburgh.....	3	2,925 57	1,300	37 50	.....	.....	.....	1,337 50	1,588 07	45
Medina.....	3	4,343 46	1,500	200 00	.....	.....	.....	1,700 00	2,643 46	40
Miamisburg.....	3	2,453 24	1,200	.....	.....	.....	.....	1,200 00	1,253 24	49
Middleport.....	3	2,639 90	1,325	.....	.....	.....	.....	1,325 00	1,314 90	50
Middletown.....	3	8,914 16	1,900	300 00	.....	.....	.....	2,200 00	6,714 16	24
Millersburgh.....	3	2,800 08	1,425	.....	.....	.....	.....	1,425 00	1,375 08	50
Mount Giload.....	3	2,490 56	1,300	.....	.....	.....	.....	1,300 00	1,190 56	52
Mount Vernon.....	2	10,292 89	2,225	1,202 50	685 00	49 29	.....	4,161 79	6,071 10	40
Napoleon.....	3	2,899 28	1,450	.....	.....	.....	.....	1,450 00	1,449 28	50
National Military Home.....	3	3,547 01	1,500	.....	.....	.....	.....	1,500 00	2,047 01	45
Nelsonville.....	3	2,763 98	1,375	.....	.....	.....	.....	1,375 00	1,388 98	50
Newark.....	2	14,621 14	2,400	1,508 00	598 00	.....	.....	4,506 00	10,115 14	30
New Lexington.....	3	1,894 96	1,100	.....	.....	.....	.....	1,100 00	791 96	58

New Lisbon	3	3,974 26	1,525	300 00	.....	.....	.....	.....	1,825 00	2,149 26	45
New Philadelphia	3	5,116 17	1,700	50 00	.....	.....	.....	.....	1,750 00	3,366 17	34
Niles	3	2,466 88	1,450	.....	.....	.....	.....	.....	1,450 00	1,016 88	58
Norwalk	2	10,454 10	2,325	1,167 87	696 00	.....	.....	.....	4,188 87	6,265 23	40
Oberlin	2	9,053 59	2,175	1,092 00	365 20	.....	.....	.....	3,632 20	5,421 39	40
Orrville	3	2,128 57	1,175	.....	.....	.....	.....	.....	1,175 00	953 57	55
Ottawa	3	2,281 58	1,200	400 00	.....	.....	.....	.....	1,600 00	681 58	71
Oxford	3	3,356 80	1,500	.....	.....	.....	.....	.....	1,500 00	1,856 80	41
Painesville	2	11,813 73	2,325	1,443 75	254 00	.....	.....	.....	4,022 75	7,790 98	34
Piqua	2	9,386 97	2,300	1,277 50	580 00	.....	.....	.....	4,157 50	5,229 47	43
Pomeroy	3	3,988 08	1,625	200 00	.....	.....	.....	.....	1,825 00	2,163 08	55
Portsmouth	2	12,709 92	2,450	1,800 00	356 83	65 72	.....	.....	4,672 55	8,037 37	36
Ravenna	3	6,029 09	1,800	720 00	.....	.....	.....	.....	2,520 00	3,509 09	41
Richwood	3	1,932 10	1,125	.....	.....	.....	.....	.....	1,125 00	807 10	58
Ripley	3	2,596 44	1,400	.....	.....	.....	.....	.....	1,400 00	1,196 44	55
Saint Clairsville	3	2,101 61	1,125	180 00	.....	.....	.....	.....	1,305 00	796 61	62
Saint Mary's	3	2,449 51	1,200	100 00	.....	.....	.....	.....	1,300 00	1,149 51	53
Salem	2	10,920 83	2,200	650 00	.....	.....	.....	.....	2,850 00	8,070 83	66
Sandusky*	2	18,448 25	2,575	3,400 00	.....	.....	.....	.....	9,854 24	8,594 01	52
Shelby	3	3,193 69	1,525	.....	.....	.....	.....	.....	1,525 00	1,668 69	47
Sidney	3	7,361 06	1,925	900 00	125 00	.....	.....	.....	2,950 00	4,411 06	40
Springfield	1	56,205 93	3,075	6,166 66	1,966 80	17 80	7,775 00	.....	19,001 26	37,204 67	33
Steubenville	2	13,671 89	2,375	1,000 00	1,200 00	.....	.....	.....	4,575 90	9,096 89	33
Tiffin	2	10,319 36	2,275	1,187 50	508 25	.....	.....	.....	4,970 75	6,348 61	39
Toledo	1	123,634 53	3,325	18,492 13	4,372 96	441 61	17,011 11	.....	43,642 81	79,991 72	35
Troy	2	9,487 99	2,525	850 00	450 00	7 65	.....	.....	3,832 65	5,655 34	39
Uhrichsville	3	2,616 88	1,300	162 00	.....	.....	.....	.....	1,462 00	1,154 88	55
Upper Sandusky	3	4,778 61	1,725	200 00	.....	.....	.....	.....	1,925 00	2,853 61	40
Urbana	2	9,947 12	2,300	1,450 00	140 00	.....	.....	.....	3,890 00	6,057 12	39
Van Wert	3	6,600 10	1,875	500 00	.....	.....	.....	.....	2,375 00	4,225 10	36
Wapakoneta	3	3,170 95	1,525	400 00	.....	.....	.....	.....	1,925 00	1,245 95	61
Warren	2	10,713 20	2,225	844 00	629 08	.....	.....	.....	3,689 08	7,024 12	34
Washington C. H.	2	7,397 24	2,075	675 00	462 50	.....	.....	.....	3,212 50	4,184 74	43
Waseon	3	3,433 87	1,525	.....	.....	.....	.....	.....	1,525 00	1,908 87	44
Waverly	3	1,865 07	1,100	200 00	.....	.....	.....	.....	1,300 00	565 07	70
Wellington	3	5,963 30	1,750	270 00	.....	.....	.....	.....	2,020 00	3,943 30	34
Wellsville	3	4,155 62	1,600	.....	.....	.....	.....	.....	1,600 00	2,555 62	38
Westerville	3	2,439 61	1,275	100 00	.....	.....	.....	.....	1,375 00	1,064 61	56
West Liberty	3	2,735 14	1,425	50 00	.....	.....	.....	.....	1,475 00	1,260 14	54
Willoughby	3	2,362 75	1,175	90 00	.....	.....	.....	.....	1,265 00	1,097 75	53
Wilmington	3	4,449 79	1,675	161 40	.....	.....	.....	.....	1,836 40	2,613 39	41
Wooster	2	10,410 07	2,300	1,160 00	504 87	.....	.....	.....	3,964 87	6,445 20	38
Xenia	2	11,947 31	2,250	1,357 75	451 00	.....	.....	.....	4,058 75	7,888 56	34
Youngstown	2	21,836 67	2,650	2,700 00	1,200 00	4 20	4,878 23	.....	11,432 43	10,404 24	52
Zanesville	2	22,689 97	2,650	3,000 00	998 57	9 00	3,819 96	.....	10,477 53	12,212 44	46
Total	.....	2,095 646 92	246,375	279,038 78	32,436 60	3,794 87	224,924 35	786,569 60	1,309,077 32	33	

* In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

OREGON.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Albany.....	3	\$3,673 79	\$1,600	\$350 00	.....	.....	.....	\$1,950 00	\$1,723 79	53
Astoria*.....	3	7,105 19	1,825	550 00	.....	.....	.....	2,375 00	4,730 19	33
Baker City.....	3	3,102 20	1,375	352 50	.....	.....	.....	1,727 50	1,374 70	56
Corvallis.....	3	2,851 94	1,425	221 50	.....	.....	.....	1,646 50	1,205 44	58
East Portland.....	3	3,665 31	1,375	512 50	.....	.....	.....	1,887 50	1,777 81	51
Eugene City.....	3	3,003 71	1,375	.....	.....	.....	.....	1,375 00	1,628 71	46
Oregon City.....	3	2,446 15	1,350	50 00	.....	.....	.....	1,400 00	1,016 15	57
Pendleton.....	3	4,392 09	1,325	510 00	.....	.....	.....	1,835 00	2,557 09	42
Portland.....	1	75,222 88	3,150	10,300 00	.....	\$156 45	\$6,389 18	19,095 63	55,227 25	27
Roseburgh.....	3	2,065 40	1,125	200 00	.....	50	.....	1,325 50	739 90	64
Salem.....	2	9,312 55	2,200	1,248 00	\$489 00	.....	.....	3,937 00	5,375 55	42
The Dalles.....	3	5,676 62	1,775	800 00	40 75	.....	.....	2,615 75	3,660 87	46
Total.....	.....	122,517 83	19,900	15,094 50	529 75	156 95	6,389 18	42,070 38	80,447 45	34

* In public building; no rent paid.

PENNSYLVANIA.

Allegheny.....	2	\$39,017 22	\$2,800	\$4,397 15	\$1,399 00	\$20 10	\$15,043 25	\$23,659 50	\$15,357 72	61
Allentown.....	2	21,477 97	2,675	3,000 00	684 63	28 30	4,798 00	11,185 93	10,292 04	52
Altoona.....	2	18,531 84	2,650	2,540 36	1,091 04	7 50	4,343 88	10,632 78	7,899 06	57
Ashland.....	3	4,054 05	1,575	.....	.....	.....	.....	1,575 00	2,479 05	39
Athens.....	3	3,479 82	1,475	300 00	.....	.....	.....	1,775 00	1,704 82	51
Beaver.....	3	2,129 36	1,250	.....	.....	.....	.....	1,250 00	897 36	59
Beaver Falls.....	3	8,310 71	1,925	350 00	.....	.....	.....	2,275 00	6,035 71	27
Bedford.....	3	4,300 38	1,600	162 00	.....	.....	.....	1,762 00	2,538 38	41
Bellefonte.....	3	7,508 91	1,950	285 00	125 50	.....	.....	2,360 50	5,148 41	31
Berwick.....	3	2,488 55	1,325	.....	.....	.....	.....	1,325 00	1,163 55	53
Bethlehem.....	2	11,010 09	2,275	1,500 00	460 00	.....	.....	4,235 00	6,775 09	38
Blairsville.....	3	2,524 86	1,275	150 00	.....	.....	.....	1,425 00	1,099 86	56
Bloomsburgh.....	3	4,028 75	1,675	243 00	.....	.....	.....	1,918 00	2,110 75	48
Braddock.....	3	4,987 06	1,600	.....	.....	.....	.....	1,600 00	3,387 06	32
Bradford.....	2	26,012 11	2,750	2,550 00	800 00	.....	.....	6,100 00	19,912 11	23
Bristol.....	3	4,779 15	1,675	180 00	.....	.....	.....	1,855 00	2,924 15	39
Brooksville.....	3	4,496 50	1,600	450 00	.....	.....	.....	2,050 00	2,446 50	45
Brownsville.....	3	3,130 42	1,525	.....	.....	.....	.....	1,525 00	1,605 42	49
Butler.....	3	5,076 09	1,700	375 00	.....	.....	.....	2,075 00	3,001 09	41
Canton.....	3	2,477 76	1,200	.....	.....	.....	.....	1,200 00	1,277 76	48
Lock Haven.....	2	11,100 07	2,225	1,061 25	428 15	69 50	.....	3,783 90	7,316 17	34
McKeesport.....	2	9,081 77	2,075	980 00	515 00	.....	.....	3,570 00	5,511 77	39

Carbondale	3	4,841 36	1,725	400 00	.....	.....	.....	.....	.....	2,125 00	2,716 36	44
Carlisle	2	9,839 09	2,250	1,348 58	.....	.....	.....	.....	.....	3,598 58	6,240 51	37
Catsaqua	3	3,119 57	1,500	.....	.....	.....	.....	.....	.....	1,500 00	1,619 57	48
Chambersburgh	2	9,998 82	2,225	1,200 00	.....	323 15	1 35	.....	.....	3,749 50	6,249 32	37
Chester	2	13,753 79	2,350	1,900 00	.....	420 00	.....	.....	.....	4,670 00	9,083 79	34
Clarion	3	2,820 50	1,300	162 00	.....	.....	.....	.....	.....	1,462 00	1,358 50	52
Clearfield	3	4,524 40	1,575	50 00	.....	.....	.....	.....	.....	1,625 00	2,899 40	36
Coatesville	3	4,441 46	1,775	200 00	.....	.....	.....	.....	.....	1,975 00	2,466 46	44
Columbia	3	7,255 47	1,900	1,000 00	.....	.....	.....	.....	.....	2,900 00	4,355 47	40
Connellsville	3	5,049 37	1,700	425 00	.....	.....	.....	.....	.....	2,125 00	2,924 37	42
Conneautville	3	2,180 09	1,075	33 33	.....	.....	.....	.....	.....	1,108 33	1,071 76	51
Conshohocken	3	2,939 82	1,400	200 00	.....	.....	.....	.....	.....	1,600 00	1,339 82	54
Corry	2	10,162 39	2,325	1,560 00	.....	465 00	3 00	.....	.....	4,353 00	5,809 39	43
Coudersport	3	2,329 67	1,200	162 00	.....	.....	1 05	.....	.....	1,363 05	966 62	59
Curwensville	3	3,040 50	1,275	250 00	.....	.....	.....	.....	.....	1,525 00	1,515 50	50
Danville	3	7,857 63	1,900	404 00	.....	450 00	.....	.....	.....	2,754 00	5,103 63	35
Downingtown	3	2,414 71	1,175	200 00	.....	.....	.....	.....	.....	1,375 00	1,039 71	57
Doylestown	3	4,081 76	1,600	300 00	.....	.....	.....	.....	.....	1,900 00	2,181 76	47
Du Bois	3	4,823 54	1,575	150 00	.....	.....	.....	.....	.....	1,725 00	3,098 54	36
Duke Centre	3	1,666 48	1,250	.....	.....	.....	.....	.....	.....	1,250 00	416 48	75
Easton	2	21,576 39	2,650	2,562 00	.....	1,373 70	124 04	6,200 29	.....	12,910 03	8,666 36	00
Ebensburgh	3	2,065 98	1,175	90 00	.....	.....	.....	.....	.....	1,175 00	890 98	57
Emlenton	3	2,025 56	1,150	.....	.....	.....	.....	.....	.....	1,240 00	785 56	61
Emporium	3	2,330 51	1,200	.....	.....	.....	.....	.....	.....	1,200 00	1,130 51	52
Erie	2	38,918 82	2,900	6,000 00	.....	322 00	189 14	8,167 93	.....	17,579 07	21,339 75	45
Franklin	2	10,157 87	2,225	1,400 00	.....	400 00	22 00	.....	.....	4,047 00	6,110 87	40
Freeport	3	2,249 89	1,175	.....	.....	.....	.....	.....	.....	1,175 00	1,074 89	52
Gettysburgh	3	4,424 79	1,650	900 00	.....	.....	.....	.....	.....	2,550 00	1,874 79	58
Greencastle	3	2,215 77	1,100	.....	.....	.....	.....	.....	.....	1,100 00	1,115 77	50
Greensburg	3	6,579 54	1,775	700 00	.....	.....	.....	.....	.....	2,475 00	4,104 54	38
Greeneville	3	6,422 51	1,850	400 00	.....	.....	.....	.....	.....	2,250 00	4,172 51	35
Hanover	3	4,109 78	1,600	172 50	.....	.....	.....	.....	.....	1,772 50	2,337 28	43
Harrisburg*	1	45,824 90	3,150	10,979 21	.....	22 05	27 00	7,334 78	.....	21,513 04	24,311 86	47
Hazleton	2	8,810 00	2,100	600 00	.....	286 00	.....	.....	.....	2,986 00	5,824 00	34
Holidaysburgh	3	4,439 43	1,700	200 00	.....	.....	.....	.....	.....	1,900 00	2,539 43	55
Honesdale	3	6,343 76	1,875	470 00	.....	125 00	.....	.....	.....	2,470 00	3,873 76	39
Houtzdale	3	3,534 56	1,575	137 23	.....	.....	75	.....	.....	1,712 98	1,821 58	48
Huntingdon	2	10,421 54	2,125	950 00	.....	167 50	53 00	.....	.....	3,285 50	7,136 04	32
Indiana	3	6,092 72	1,750	600 00	.....	.....	.....	.....	.....	2,350 00	8,742 72	39
Irwin's Station	3	2,865 20	1,400	100 00	.....	.....	.....	.....	.....	1,500 00	1,365 20	52
Jersey Shore	3	2,838 58	1,325	.....	.....	.....	.....	.....	.....	1,325 00	1,513 58	47
Johnstown	2	13,248 29	2,500	1,290 00	.....	468 00	.....	.....	.....	4,258 00	8,990 29	32
Kendall Creek	3	1,642 85	1,200	.....	.....	.....	.....	.....	.....	1,200 00	442 85	73
Kingston	3	2,950 46	1,350	100 00	.....	.....	.....	.....	.....	1,450 00	1,500 46	49
Kittanning	3	5,011 28	1,675	200 00	.....	.....	.....	.....	.....	1,875 00	3,136 28	37
Lancaster	2	36,692 29	2,825	3,825 00	.....	1,870 00	17 00	5,977 40	.....	14,514 40	22,177 89	40
Latrobe	3	3,349 98	1,500	200 00	.....	.....	.....	.....	.....	1,700 00	1,649 98	51
Lebanon	2	12,096 49	2,325	1,249 46	.....	728 97	33 00	.....	.....	4,336 43	7,760 06	44
Lewisburgh	3	5,883 29	1,850	593 75	.....	138 53	9 00	.....	.....	2,591 28	3,292 01	44
Lewistown	3	5,722 78	1,775	400 00	.....	.....	.....	.....	.....	2,175 00	3,547 78	38

*In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

PENNSYLVANIA—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Mahanoy City	3	\$25,109 14	\$1,800	\$150 82				\$1,950 82	\$3,158 32	38
Mansfield	3	2,415 77	1,200	135 00				1,335 00	1,080 77	55
Marietta	3	2,826 98	1,375	100 00				1,475 00	1,351 98	52
Mauch Chunk	3	6,727 55	1,825	200 00				2,025 00	4,702 55	31
Meadville	3	16,487 30	2,500	3,050 00	\$640 00	\$45 00		6,235 00	10,252 30	38
Mechanicsburgh	3	5,501 30	1,725	300 00				2,025 00	3,476 30	37
Media	3	5,115 70	1,600					1,600 00	3,515 70	31
Mercer	3	4,342 45	1,725	400 00				2,125 00	2,217 45	49
Middletown	3	3,834 91	1,500					1,500 00	2,334 91	39
Millersburgh	3	2,199 38	1,125	250 00				1,375 00	824 38	63
Milton	3	5,748 34	1,700					1,700 00	4,048 34	30
Minersville	3	2,027 45	1,125	243 00				1,368 00	659 45	67
Monongahela City	3	2,399 55	1,200	100 00				1,300 00	1,099 55	55
Montrose	3	4,763 74	1,675	720 00				2,395 00	2,368 74	50
Mount Carmel	3	2,401 59	1,000					1,000 00	1,401 59	41
Mount Joy	3	2,547 81	1,325					1,325 00	1,222 81	52
Mount Pleasant	3	3,820 02	1,600	25 00				1,625 00	2,195 02	42
Muncy	3	3,024 54	1,450					1,450 00	1,574 54	48
Nanticoke	3	2,268 38	1,025					1,025 00	1,243 38	45
New Brighton	3	4,488 18	1,700					1,700 00	2,788 18	38
New Castle	2	11,873 56	2,275	2,500 00	673 00	15 00		5,463 00	6,410 56	46
Newport	3	2,645 88	1,325	300 00				1,625 00	1,020 88	61
Norristown	2	12,155 96	2,225	1,188 00	756 00			4,169 00	7,986 96	34
North Clarendon	3	2,009 38	1,225					1,225 00	784 38	60
North East	3	3,039 48	1,525					1,525 00	1,514 48	50
Northumberland	3	1,826 03	1,125					1,125 00	701 03	61
Oil City	2	13,074 83	2,400	1,991 66	1,065 00			5,456 66	7,618 17	42
Oxford	3	3,220 96	1,400	180 00		15		1,580 15	1,640 81	49
Parker's Landing	3	2,145 94	1,300	400 00				1,700 00	445 94	78
Petrolia	3	1,737 13	1,025	754 46				1,779 46		102
Philadelphia*	1	1,568,669 77	5,500	266,710 45	5,998 91	6,585 48	\$385,402 83	670,197 67	898,472 10	43
Philipsburgh	3	5,145 37	1,650	99 78				1,749 78	3,395 59	34
Phoenixville	3	6,772 37	1,750	231 00				1,981 00	4,791 37	30
Pittsburgh†	1	334,161 57	3,825	57,868 60	135 43	940 58	43,356 58	106,126 19	228,035 38	32
Pittston	2	9,999 22	2,300	950 00	440 00			3,690 00	6,309 22	37
Pleasantville	3	1,703 51	1,150	100 00				1,250 00	453 51	73
Plymouth	3	4,531 52	1,700					1,700 00	2,831 52	38
Pottstown	3	7,276 06	1,875	350 00				2,225 00	5,051 06	31
Pottsville	2	14,574 40	2,425	2,100 00	645 60	13 64	3,423 92	8,608 16	5,966 24	35
Reading	2	41,378 39	2,925	6,400 00	1,306 25	4 50	10,744 38	21,380 13	19,998 26	51
Renovo	3	3,706 46	1,550					1,550 00	2,156 46	41

Reynoldsville.....	3	2,745 36	1,400	.....	.....	.....	.....	.....	1,400 00	1,345 36	51
Ridgway.....	3	3,944 62	1,525	.....	.....	.....	.....	.....	1,525 00	2,419 62	40
Rochester.....	3	2,813 74	1,375	90 00	.....	.....	.....	.....	1,465 00	1,348 74	52
Saint Mary's.....	3	1,994 16	1,075	.....	.....	.....	.....	.....	1,075 00	919 16	54
Saltsburgh.....	3	2,009 83	1,075	.....	.....	.....	.....	.....	1,075 00	934 83	53
Schnykill Haven.....	3	1,819 05	1,100	100 00	.....	.....	.....	.....	1,200 00	619 05	66
Scottdale.....	3	2,853 83	1,425	.....	.....	.....	.....	.....	1,425 00	1,428 83	50
Scranton.....	2	36,425 68	2,850	6,012 20	830 60	317 06	5,338 98	.....	15,348 84	21,076 84	42
Selin's Grove.....	3	2,197 46	1,350	.....	.....	.....	.....	.....	1,350 00	847 46	61
Shamokin.....	3	6,367 98	1,750	100 00	.....	.....	.....	.....	1,850 00	4,517 98	29
Sharon.....	2	7,809 92	2,050	475 00	248 00	.....	.....	.....	2,773 00	5,036 92	55
Sheffield.....	3	1,951 43	1,325	.....	.....	.....	.....	.....	1,325 00	626 43	68
Shenandoah.....	3	5,311 64	1,700	.....	.....	.....	.....	.....	1,700 00	3,611 64	32
Shippensburg.....	3	3,744 63	1,525	250 00	.....	.....	.....	.....	1,775 00	1,969 63	47
Slatington.....	3	2,230 08	1,100	.....	.....	.....	.....	.....	1,100 00	1,130 08	49
Somerset.....	3	3,416 31	1,400	200 00	.....	.....	.....	.....	1,600 00	1,816 31	47
South Bethlehem.....	3	4,259 51	1,575	150 00	.....	.....	.....	.....	1,725 00	2,534 51	41
Steelton.....	3	3,188 19	1,250	.....	.....	.....	.....	.....	1,250 00	1,938 19	39
Stroudsburg.....	3	3,643 23	1,575	162 00	.....	.....	.....	.....	1,737 00	1,906 23	48
Sunbury.....	3	5,613 14	1,750	187 50	206 25	.....	.....	.....	2,143 75	3,469 39	38
Susquehanna.....	3	4,174 69	1,650	.....	.....	.....	.....	.....	1,650 00	2,524 69	39
Tamaqua.....	3	3,087 81	1,450	.....	.....	.....	.....	.....	1,450 00	1,637 81	47
Tidioute.....	3	3,045 68	1,475	405 00	.....	.....	.....	.....	1,880 00	1,165 68	61
Titansville.....	2	16,060 03	2,500	2,125 00	993 05	.....	.....	.....	5,618 05	10,441 98	35
Towanda.....	2	8,742 86	2,050	864 50	700 00	8 25	.....	.....	3,622 75	5,120 11	41
Troy.....	3	3,233 39	1,425	.....	.....	.....	.....	.....	1,425 00	1,808 39	44
Tunkhannock.....	3	3,136 10	1,500	200 00	.....	.....	.....	.....	1,700 00	1,436 10	54
Tyrone.....	3	7,012 79	1,925	662 50	51 93	.....	.....	.....	2,639 43	4,373 36	37
Union City.....	3	3,350 66	1,525	.....	.....	.....	.....	.....	1,525 00	1,825 66	45
Uniontown.....	3	5,625 73	1,775	533 33	.....	.....	.....	.....	2,308 33	3,317 40	41
Warren.....	2	17,195 48	2,475	1,300 00	757 50	5 00	.....	.....	4,537 50	12,657 98	26
Washington.....	3	7,790 91	1,900	850 00	.....	.....	.....	.....	2,750 00	5,040 91	35
Watson town.....	3	2,873 00	1,400	45 00	.....	.....	.....	.....	1,445 00	1,428 00	50
Waynesborough.....	3	6,998 56	1,650	.....	.....	.....	.....	.....	1,650 00	5,348 56	23
Waynesburgh.....	3	3,050 72	1,475	500 00	.....	.....	.....	.....	1,975 00	1,075 72	64
Wellsborough.....	3	4,511 27	1,650	300 00	.....	.....	.....	.....	1,950 00	2,561 27	43
West Chester.....	2	14,160 90	2,275	1,800 00	.....	.....	.....	.....	4,075 00	10,085 90	28
West Grove.....	3	6,309 52	1,850	550 00	.....	.....	.....	.....	2,400 00	3,909 52	38
West Newton.....	3	2,558 94	1,200	.....	.....	.....	.....	.....	1,200 00	1,358 94	23
White Haven.....	3	2,194 55	1,175	.....	.....	.....	.....	.....	1,175 00	1,019 55	53
Wilkes Barre.....	2	24,796 65	2,775	3,060 00	709 20	6 00	5,600 00	.....	12,150 20	12,646 45	49
Williamsport.....	2	30,026 35	2,850	5,024 00	1,052 40	65 45	4,705 92	.....	11,697 77	18,328 58	38
York.....	2	23,301 11	2,700	2,500 00	926 41	12 00	3,725 27	.....	9,463 68	13,437 43	42
Total.....	.....	3,035,264 83	273,800	436,831 62	31,188 75	8,623 84	514,163 41	1,264,607 62	1,770,699 54	41	41

* In public building; no rent paid for central office.

† In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

RHODE ISLAND.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Bristol*	3	\$4,922 84	\$1,725					\$1,725 00	\$3,197 84	35
Central Falls	3	5,218 73	1,775	\$400 00		\$0 85		2,175 85	3,042 88	42
East Greenwich	3	4,228 08	1,625					1,625 00	2,603 08	39
Lonsdale	3	2,634 20	1,225					1,225 00	1,409 20	47
Newport	2	27,984 77	2,750	3,935 00		48 43	\$5,325 04	12,058 47	15,926 30	43
Olneyville	3	4,890 01	1,700	150 00				1,850 00	3,040 01	38
Pawtucket	2	19,957 81	2,700	2,814 00	\$1,412 00	84 59	4,891 61	11,812 20	8,145 61	57
Providence*	1	182,868 05	3,475	24,731 66		701 36	35,852 14	64,760 16	118,107 89	35
Warren	3	2,907 68	1,450					1,450 00	1,457 68	50
Westerly	2	9,507 46	2,225	875 00	611 90			3,711 90	5,795 56	39
Woonsocket	2	11,848 38	2,425	1,225 00	520 00			4,170 00	7,678 38	35
Total		276,968 01	23,075	34,130 66	2,543 90	835 23	45,978 79	106,563 58	170,404 43	38

* In public building; no rent paid.

SOUTH CAROLINA.

Aiken	3	\$3,764 32	\$1,625	\$76 00				\$1,701 00	\$2,063 32	42
Anderson C. H.	3	2,924 69	1,400					1,400 00	1,524 69	48
Beaufort	3	3,123 59	1,450	75 00				1,525 00	1,598 59	49
Camden	3	2,585 45	1,425	83 15				1,508 15	1,077 30	58
Charleston*	1	66,540 05	3,225	10,600 00		\$127 37	\$9,226 83	23,179 20	43,360 85	35
Chester C. H.	3	3,263 17	1,500	100 00				1,600 00	1,663 17	49
Columbia*	2	17,077 72	2,450	2,500 00				4,950 00	12,127 72	29
Florence	3	2,448 59	1,075	100 00				1,175 00	1,273 59	48
Georgetown	3	2,221 89	1,175					1,175 00	1,046 89	53
Greenville C. H.	3	8,177 24	1,975	525 00				2,500 00	5,677 24	31
Newberry C. H.	3	4,186 99	1,650	281 00				1,931 00	2,255 99	46
Orangeburgh C. H.	3	2,762 16	1,400	100 00				1,500 00	1,262 16	54
Spartanburgh C. H.	3	5,920 58	1,925	561 00	\$87 50			2,573 50	3,347 08	43
Sumter C. H.	3	4,079 49	1,625	283 16				1,908 16	2,171 33	47
Union	3	1,947 93	1,200	225 00		60		1,425 60	522 33	73
Winnborough	3	2,549 65	1,300	76 00				1,376 00	1,173 65	54
Total		133,573 51	26,400	15,585 31	87 50	127 97	9,226 83	51,427 61	82,145 90	38

* In public building; no rent paid.

TENNESSEE.

Bristol.....	3	\$5,311 02	\$1,575 00	\$400 00	.....	.....	.....	.....	\$1,975 25	\$3,335 77	37
Brownsville.....	3	2,587 94	1,550 00	325 00	.....	.....	.....	.....	1,875 00	712 94	72
Chattanooga.....	2	31,605 32	2,650 00	4,243 00	.....	.....	.....	.....	10,563 71	21,041 16	33
Clarksville.....	3	8,567 33	1,950 00	733 00	.....	.....	.....	.....	2,785 50	5,781 83	33
Cleveland.....	3	2,387 27	1,200 00	275 00	.....	.....	.....	.....	1,475 00	912 27	61
Columbia.....	3	6,330 89	1,785 17	803 32	.....	.....	.....	.....	2,588 49	3,742 40	40
Dyersburgh.....	3	1,866 18	1,125 00	.....	.....	.....	.....	.....	1,125 00	741 18	60
Fayetteville.....	3	2,380 80	1,225 00	150 00	.....	.....	.....	.....	1,375 00	1,005 80	57
Franklin.....	3	2,588 16	1,300 00	200 00	.....	.....	.....	.....	1,500 00	1,088 16	58
Gallatin.....	3	2,968 68	1,500 00	270 00	.....	.....	.....	.....	1,770 00	1,198 68	60
Jackson.....	3	6,733 78	1,975 00	860 00	.....	.....	.....	.....	2,835 00	3,898 78	42
Knoxville.....	2	35,570 26	2,825 00	4,400 00	.....	.....	.....	.....	11,360 40	24,209 86	31
Lebanon.....	3	3,566 25	1,525 00	600 00	.....	.....	.....	.....	2,125 00	1,441 25	60
McMinnville.....	3	2,538 00	1,125 00	206 00	.....	.....	.....	.....	1,331 00	1,207 00	52
Memphis.....	1	80,491 94	3,225 00	13,392 09	.....	.....	.....	.....	31,102 70	49,392 24	39
Murfreesborough.....	3	4,434 64	1,700 00	550 00	.....	.....	.....	.....	2,250 00	2,184 64	51
Nashville*.....	1	97,253 59	3,225 00	16,943 47	.....	.....	.....	.....	33,959 36	63,204 23	35
Paris.....	3	2,356 30	1,225 00	250 00	.....	.....	.....	.....	1,475 00	881 30	63
Pulaski.....	3	3,421 08	1,600 00	243 00	.....	.....	.....	.....	1,843 00	1,578 08	54
Shelbyville.....	3	3,302 71	1,500 00	405 00	.....	.....	.....	.....	1,905 00	1,397 71	57
Trenton.....	3	2,080 90	1,200 00	.....	.....	.....	.....	.....	1,200 00	880 90	58
Tullahoma.....	3	2,369 52	1,100 00	117 00	.....	.....	.....	.....	1,217 00	1,152 52	51
Union City.....	3	4,564 70	1,375 00	242 67	.....	.....	.....	.....	1,617 67	2,947 03	35
Winchester.....	3	2,113 50	1,025 00	.....	.....	.....	.....	.....	1,025 00	1,088 50	49
Total.....	.....	317,393 76	40,485 17	45,613 55	.....	.....	.....	.....	122,279 08	195,114 68	39

* In public building; no rent paid.

TEXAS.

Abilene*.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Austin.....	1	\$38,522 16	\$3,000	\$7,926 72	.....	.....	.....	.....	\$14,174 87	\$24,347 29	37
Beaumont.....	3	3,490 43	1,550	350 00	.....	.....	.....	.....	1,900 00	1,590 43	55
Belton.....	3	5,408 72	1,775	457 88	.....	.....	.....	.....	2,232 88	3,175 84	41
Bonham.....	3	3,385 25	1,500	150 00	.....	.....	.....	.....	1,650 75	1,734 50	49
Brackettsville.....	3	2,120 33	1,125	100 00	.....	.....	.....	.....	1,225 00	895 33	58
Brenham.....	3	6,692 59	1,975	1,000 00	.....	.....	.....	.....	3,020 00	3,672 59	45
Brownsville.....	3	3,687 27	1,675	350 00	.....	.....	.....	.....	2,028 25	1,659 02	55
Bryan.....	3	4,596 04	1,700	300 00	.....	.....	.....	.....	2,000 00	2,596 04	44
Burnet.....	3	2,500 74	1,000	145 52	.....	.....	.....	.....	1,146 02	1,354 72	46
Calvert.....	3	2,748 98	1,350	.....	.....	.....	.....	.....	1,350 00	1,398 98	49
Clarksville.....	3	2,635 13	1,300	324 00	.....	.....	.....	.....	1,624 00	1,011 13	62
Cleburne.....	3	5,120 86	1,775	425 00	.....	.....	.....	.....	2,200 00	2,920 86	43
Colorado.....	3	6,164 53	1,600	.....	.....	.....	.....	.....	1,600 00	4,564 53	26
Columbus.....	3	2,570 05	1,300	161 66	.....	.....	.....	.....	1,461 66	1,108 39	57

* Returns for second quarter, 1884, are delinquent.

In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1884*—Continued.
TEXAS—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Corpus Christi.....	3	\$4,588 45	\$1,875	\$575 00	.....	.....	.....	\$2,450 00	\$2,138 45	53
Corsicana.....	2	6,909 56	2,000	900 00	\$4 60	.....	.....	2,904 60	4,004 96	42
Cuero.....	3	2,646 15	1,450	200 00	.....	.....	.....	1,650 00	1,996 15	62
Dallas.....	1	44,215 67	3,000	7,198 17	297 00	\$529 71	\$5,201 40	16,226 28	27,989 39	37
Decatur.....	3	3,476 83	1,400	299 69	.....	.....	.....	1,699 69	1,777 14	49
Denison City.....	2	10,456 51	2,175	1,650 00	240 00	.....	.....	4,065 00	6,391 51	38
Denton.....	3	4,149 77	1,500	250 00	.....	.....	.....	1,750 00	2,399 77	42
Eagle Pass.....	3	2,455 91	1,150	100 00	.....	.....	.....	1,250 00	1,205 91	51
El Paso.....	2	8,796 21	2,000	1,318 00	.....	.....	.....	4,056 92	4,739 29	46
Ennis.....	3	3,235 45	1,475	200 00	695 35	43 57	.....	1,675 00	1,560 45	52
Fort Worth.....	2	26,606 83	2,725	4,000 00	293 72	.....	.....	7,018 72	19,588 11	26
Gainesville.....	2	7,792 10	2,025	530 00	48 80	.....	.....	2,603 80	5,188 30	33
Galveston *.....	1	71,548 72	3,225	10,280 00	.....	172 60	7,276 43	20,954 03	50,594 69	29
Georgetown.....	3	3,492 99	1,500	90 00	.....	7 30	.....	1,597 30	1,895 69	46
Gonzales.....	3	2,395 17	1,250	231 00	.....	.....	.....	1,481 00	914 17	62
Greenville.....	3	3,727 01	1,500	291 62	.....	.....	.....	1,791 62	1,935 39	48
Hempstead.....	3	3,010 71	1,375	200 00	.....	.....	.....	1,575 00	1,435 71	52
Henderson.....	3	2,124 62	1,225	225 00	.....	.....	.....	1,450 00	674 62	68
Henrietta.....	3	2,738 38	1,300	266 30	.....	25	.....	1,566 55	1,171 83	57
Houston.....	1	41,581 80	3,075	9,100 00	1,304 20	184 05	6,266 97	19,930 22	21,651 58	48
Huntsville.....	3	3,630 71	1,525	162 00	.....	.....	.....	1,687 00	1,943 71	46
Jefferson.....	3	4,232 60	1,775	500 00	.....	.....	.....	2,275 00	1,957 60	54
La Grange.....	3	1,870 03	1,125	500 00	.....	.....	.....	1,625 00	1,245 03	87
Lampasas.....	3	5,659 61	1,575	350 00	.....	15 15	.....	1,925 00	3,734 61	34
Laredo.....	3	7,399 92	1,925	1,208 00	.....	.....	.....	3,148 15	4,251 77	42
Longview.....	3	4,057 41	1,600	300 00	.....	.....	.....	1,900 00	2,157 41	45
McKinney.....	3	3,883 37	1,550	.....	.....	.....	.....	1,550 00	2,333 37	39
Marlin.....	3	2,100 81	1,225	.....	.....	.....	.....	1,225 00	875 81	58
Marshall.....	2	7,916 21	2,150	1,305 00	50 00	.....	.....	3,505 00	4,411 21	44
Mexia.....	3	3,073 03	1,500	200 00	.....	.....	.....	1,700 00	1,373 03	55
Mincola.....	3	2,032 28	1,150	270 00	.....	.....	.....	1,420 00	612 28	70
Navasota.....	3	2,927 55	1,325	321 50	.....	25	.....	1,646 75	1,280 80	56
Orange.....	3	2,315 65	1,200	49 41	.....	.....	.....	1,249 41	1,066 24	54
Palestine.....	2	11,209 69	2,325	1,250 00	318 00	.....	.....	3,893 00	7,316 69	35
Paris.....	3	7,106 29	1,900	660 83	.....	.....	.....	2,560 83	4,545 46	36
Rockdale.....	3	2,706 88	1,325	162 00	.....	.....	.....	1,487 00	1,219 88	52
San Antonio.....	2	33,300 17	2,925	6,675 00	1,271 55	362 52	5,114 42	16,348 49	16,951 68	49
San Marcos.....	3	2,787 46	1,300	100 00	.....	.....	.....	1,400 00	1,387 46	50
Sherman.....	2	11,027 95	2,250	1,700 00	333 50	.....	.....	4,283 50	7,344 45	37
Sulphur Springs.....	3	2,432 69	1,175	.....	.....	1 00	.....	1,176 00	1,256 69	48
Taylor.....	3	3,208 40	1,325	100 00	.....	.....	.....	1,425 00	1,783 40	44

* In public building; no rent paid.

Terrell.....	3	4,118 46	1,625	385 00	.....	.....	.....	2,010 00	2,108 46	49
Tyler.....	3	5,884 88	1,850	300 00	.....	.....	.....	2,150 00	3,734 88	37
Victoria.....	3	4,205 74	1,575	500 00	.....	.....	.....	2,075 00	2,130 74	49
Waco.....	2	17,931 84	2,575	3,205 50	.....	14 25	.....	6,494 75	11,437 09	36
Waxahachie [*]	3	.....	.....	.....	.....	.....	.....	.....	.....	.....
Weatherford.....	3	5,349 77	1,775	450 00	.....	.....	.....	2,225 00	3,124 77	42
Will's Point.....	3	1,934 63	1,125	100 00	.....	.....	.....	1,225 00	709 63	64
Total.....	.....	510,495 95	104,525	70,349 80	5,601 72	1,417 60	26,994 92	208,919 04	301,576 91	41

UTAH.

Logan.....	3	\$2,366 60	\$1,275	\$180 00	.....	.....	.....	\$1,455 00	\$911 60	61
Ogden City.....	2	13,111 26	2,325	3,000 00	.....	.....	.....	5,625 00	7,486 26	42
Park City.....	3	3,566 78	1,575	133 33	.....	.....	.....	1,708 33	1,858 45	48
Provo City.....	3	2,273 20	1,075	.....	.....	.....	.....	1,075 00	1,198 20	47
Salt Lake City.....	1	37,806 81	3,000	7,400 00	1,887 25	\$112 73	.....	12,399 98	25,406 83	33
Silver Reef.....	3	1,259 85	1,050	.....	.....	.....	.....	1,050 00	209 85	83
Total.....	.....	60,384 50	10,300	10,713 33	2,187 25	112 73	.....	23,313 31	37,071 19	28

VERMONT.

Barre.....	3	\$3,041 34	\$1,375	.....	.....	.....	.....	\$1,375 00	\$1,666 34	45
Bellows Falls.....	3	6,644 07	1,875	\$720 00	.....	.....	.....	2,595 00	4,049 07	39
Bennington.....	3	5,102 49	1,800	125 00	.....	.....	.....	1,925 00	3,177 49	37
Bradford.....	3	4,424 39	1,475	.....	.....	.....	.....	1,475 00	2,949 39	33
Brandon.....	3	3,419 56	1,550	200 00	.....	.....	.....	1,750 00	1,669 56	51
Brattleborough.....	2	14,626 44	2,400	1,850 00	.....	.....	.....	4,663 82	9,962 62	31
Burlington.....	2	23,700 13	2,650	3,300 00	.....	\$102 59	\$4,260 50	10,313 09	13,387 04	43
Fair Haven.....	3	3,293 81	1,400	.....	.....	.....	.....	1,400 00	1,893 81	43
Ludlow.....	3	2,129 73	1,200	.....	.....	.....	.....	1,200 00	929 73	56
Middlebury.....	3	4,635 47	1,725	312 50	.....	.....	.....	2,037 50	2,597 97	41
Montpelier.....	2	11,457 75	2,375	1,600 00	851 95	14 20	.....	4,841 15	6,616 60	42
Newport.....	3	2,835 30	1,250	.....	.....	.....	.....	1,250 00	1,585 30	43
Northfield.....	3	2,520 32	1,300	.....	.....	.....	.....	1,300 00	1,220 32	52
Poultney.....	3	2,880 71	1,425	.....	.....	.....	.....	1,425 00	1,455 71	49
Rutland.....	2	17,131 51	2,475	3,449 38	.....	33 91	.....	5,958 29	11,173 22	35
Saint Albans.....	2	9,260 39	2,175	1,300 00	871 65	.....	.....	4,346 65	4,913 74	47
Saint Johnsbury.....	2	9,369 23	2,175	1,020 00	500 00	4 84	.....	3,699 84	5,669 39	39
Springfield.....	3	3,404 69	1,525	.....	.....	.....	.....	1,525 00	1,879 69	45
Swanton.....	3	2,293 60	1,200	90 00	.....	.....	.....	1,290 00	1,003 60	56
Vergennes.....	3	3,760 26	1,575	243 00	.....	.....	.....	1,818 00	1,942 26	48
Waterbury.....	3	2,245 26	1,350	.....	.....	.....	.....	1,350 00	895 26	61
West Randolph.....	3	3,566 64	1,475	200 00	.....	.....	.....	1,675 00	1,891 64	47
White River Junction.....	3	2,404 91	1,150	500 00	.....	.....	.....	1,650 00	754 91	69

*Returns from January 1 to January 22, 1884, are delinquent.

†In public building; no rent paid.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continued.

VERMONT—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Windsor*	3	\$3,106 06	\$1,500	\$324 00	.....	.....	.....	\$1,824 00	\$1,282 06	59
Winooski	3	2,047 63	1,100	.....	.....	.....	.....	1,100 00	947 63	54
Woodstock	3	3,769 70	1,450	300 00	.....	.....	.....	1,750 00	2,019 70	46
Total	.....	153,071 39	42,950	15,533 88	\$2,637 42	\$155 54	\$4,260 50	65,537 34	87,534 05	42

* In public building; no rent paid.

VIRGINIA.

Abingdon	3	\$3,765 80	\$1,500	\$400 00	.....	.....	.....	\$1,900 00	\$1,865 80	50
Alexandria*	2	13,957 68	2,300	3,200 00	.....	\$32 24	.....	5,532 24	8,425 44	40
Charlottesville	3	7,056 44	1,875	1,000 00	.....	.....	.....	2,875 00	4,181 44	41
Culpeper	3	2,792 18	1,400	243 00	.....	.....	.....	1,643 00	1,149 18	59
Danville	2	12,406 42	2,400	2,000 00	.....	8 75	.....	4,408 75	8,057 67	35
Farmville	3	2,494 92	1,425	500 00	.....	.....	.....	1,925 00	569 92	77
Fortress Monroe	3	3,543 35	1,550	500 00	.....	19 20	.....	2,069 20	1,474 15	58
Fredericksburgh	3	5,836 60	1,775	810 00	.....	.....	.....	2,585 00	3,251 60	44
Glen Allen	3	2,967 59	1,300	.....	.....	.....	.....	1,300 00	1,667 59	44
Gordonsville	3	2,569 63	1,175	224 66	.....	.....	.....	1,399 66	1,169 97	51
Hampton	3	4,580 50	1,575	243 00	.....	.....	.....	1,818 00	2,762 50	40
Harrisonburgh	3	4,172 61	1,575	1,000 00	.....	.....	.....	2,575 00	1,597 61	62
Leesburgh	3	3,075 74	1,425	319 89	.....	50	.....	1,745 39	1,330 35	56
Lexington	3	4,891 48	1,625	450 00	.....	.....	.....	2,075 00	2,816 48	42
Liberty	3	4,289 57	1,700	400 00	.....	1 00	.....	2,101 00	2,188 57	49
Lynchburgh	2	29,933 19	2,900	5,510 00	\$985 60	103 60	\$4,277 88	13,777 08	16,156 11	46
Norfolk*	1	45,338 30	3,075	7,049 88	.....	59 85	6,515 45	16,700 19	28,638 11	37
Petersburgh	2	19,289 43	2,700	3,200 00	.....	3 00	5,110 95	11,013 95	8,275 48	57
Portsmouth	2	7,345 21	2,075	782 00	685 50	.....	.....	3,542 50	3,802 71	48
Richmond*	1	112,660 20	3,300	19,642 73	.....	319 48	16,020 68	39,282 89	73,377 31	35
Roanoke	3	9,112 23	1,725	600 00	.....	.....	.....	2,325 00	6,787 23	26
Salem	3	3,484 51	1,500	76 00	.....	.....	.....	1,576 00	1,908 51	45
Staunton	2	14,480 60	2,300	2,500 00	508 78	74 53	.....	5,383 31	9,097 29	37
Suffolk	3	3,302 30	1,475	265 00	.....	.....	.....	1,740 00	1,562 30	53
University of Virginia	3	2,792 50	1,450	.....	.....	.....	.....	1,450 00	1,342 50	53
Warrenton	3	3,687 07	1,500	500 00	.....	.....	.....	2,000 00	1,687 07	54
Winchester	3	7,383 92	1,975	1,000 00	115 00	.....	.....	3,090 00	4,293 92	42
Wytheville	3	3,524 06	1,500	278 66*	.....	1 00	.....	1,779 66	1,744 40	50
Total	.....	340,794 03	52,075	52,694 82	2,294 83	623 16	31,924 96	139,612 82	201,181 21	41

* In public building; no rent paid.

WASHINGTON TERRITORY.

Colfax.....	3	\$4,009 54	\$1,475	\$275 00	.....	.....	.....	.....	\$1,750 00	\$2,259 54	44
Dayton.....	3	3,755 70	1,400	399 98	.....	.....	.....	.....	1,799 98	1,955 72	48
Olympia.....	3	4,300 63	1,550	700 00	.....	.....	.....	.....	2,250 00	2,050 63	52
Seattle.....	2	15,983 71	2,250	2,135 00	.....	\$500 00	.....	.....	4,920 25	11,063 46	31
Spokane Falls.....	3	5,939 68	1,400	475 00	.....	.....	.....	.....	1,875 00	4,064 68	32
Vancouver.....	3	2,649 16	1,175	200 00	.....	.....	.....	.....	1,375 00	1,274 16	52
Walla Walla.....	2	10,564 74	2,425	1,350 00	.....	480 00	.....	.....	4,255 00	6,309 74	40
Total.....	.....	47,203 16	11,675	5,534 98	.....	989 00	26 25	.....	18,225 23	28,977 93	38

WEST VIRGINIA.

Charleston.....	3	\$8,775 60	\$2,075	\$1,062 50	.....	.....	.....	.....	\$3,137 85	\$5,637 75	36
Charlestown.....	3	3,835 23	1,575	200 00	.....	.....	.....	.....	1,775 50	2,059 73	46
Clarksburgh.....	3	4,380 41	1,675	436 83	.....	.....	.....	.....	2,111 83	2,268 58	48
Fairmount.....	3	2,430 57	1,300	400 00	.....	.....	.....	.....	1,700 00	730 57	70
Grafton.....	3	3,128 32	1,475	174 66	.....	.....	.....	.....	1,649 66	1,478 66	53
Huntington.....	3	4,971 90	1,725	466 30	.....	.....	.....	.....	2,191 30	2,780 60	44
Martinsburgh.....	3	6,080 38	1,750	453 75	.....	.....	.....	.....	2,203 75	3,876 63	36
Moundsville.....	3	2,447 02	1,175	.....	.....	.....	.....	.....	1,175 00	1,272 02	48
Parkersburgh.....	2	12,204 10	2,225	2,600 00	.....	.....	.....	.....	4,826 25	7,377 85	40
Piedmont.....	3	2,691 67	1,400	50 00	.....	.....	.....	.....	1,450 00	1,241 67	54
Wellsburgh.....	3	2,665 42	1,200	.....	.....	.....	.....	.....	1,200 00	1,465 42	45
Weston.....	3	2,374 21	1,275	162 00	.....	.....	.....	.....	1,437 00	937 21	61
Wheeling*.....	1	41,507 35	3,000	10,000 00	.....	.....	84 86	.....	29,919 45	20,587 90	50
Total.....	.....	97,492 18	21,850	16,006 04	.....	.....	86 96	7,834 59	45,777 59	51,714 59	47

* In public building; no rent paid.

WISCONSIN.

Appleton.....	2	\$13,752 26	\$2,400	\$1,500 00	.....	\$774 97	\$4 25	.....	\$4,679 22	\$9,073 04	35
Ashland.....	3	4,593 95	1,475	62 50	.....	.....	.....	.....	1,537 50	3,056 45	33
Augusta.....	3	2,235 77	1,200	.....	.....	.....	.....	.....	1,200 00	1,035 77	54
Baraboo.....	3	6,192 46	1,800	449 32	.....	.....	.....	.....	2,249 32	3,943 14	36
Beaver Dam.....	3	4,856 76	1,775	200 00	.....	76 25	.....	.....	2,051 25	2,805 51	42
Beloit.....	2	10,847 78	2,400	1,000 00	.....	753 00	.....	.....	4,153 00	6,694 78	38
Berlin.....	3	4,985 27	1,750	162 00	.....	.....	.....	.....	1,912 00	3,073 27	38
Black River Falls.....	3	3,864 66	1,650	350 00	.....	.....	.....	.....	2,000 00	1,864 06	52
Boscobel.....	3	2,737 99	1,450	100 00	.....	.....	.....	.....	1,550 00	1,187 99	56
Broadhead.....	3	2,227 52	1,200	100 00	.....	.....	.....	.....	1,300 00	927 52	57
Burlington.....	3	2,213 22	1,200	.....	.....	.....	.....	.....	1,200 00	1,013 22	54
Chippewa Falls.....	2	9,346 48	2,075	1,208 75	.....	356 00	.....	.....	3,639 75	5,706 73	39

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1884—Continue
WISCONSIN—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.
Clinton	3	\$2,280 12	\$1,375	\$100 00				\$1,475 00	\$805 12	64
Columbus	3	2,926 31	1,450					1,450 00	1,476 31	50
Cumberland	3	2,298 44	1,075					1,075 00	1,223 44	47
Darlington	3	2,907 88	1,450					1,450 00	1,457 88	50
Delavan	3	3,492 79	1,525					1,525 00	1,967 79	44
De Pere	3	2,507 93	1,250					1,250 00	1,257 93	50
Dodgeville	3	2,125 47	1,125	33 33				1,158 33	967 14	54
Eau Claire	2	20,309 12	2,475	2,850 00	\$1,305 00	\$45 00		6,675 00	13,634 12	32
Elkhorn	3	2,355 19	1,175					1,175 00	1,180 19	50
Evansville	3	2,644 67	1,400					1,400 00	1,244 67	53
Florence	3	2,667 56	1,600					1,600 00	1,067 56	60
Fond du Lac	2	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)	(*)
Fort Atkinson	3	4,278 56	1,625	300 00				1,925 00	2,353 56	45
Fort Howard	3	2,619 34	1,200	900 00				2,100 00	519 34	80
Grand Rapids	3	2,216 50	1,175	162 00				1,337 00	879 50	60
Green Bay	2	9,549 56	2,325	1,425 00	417 00			4,167 00	5,382 56	43
Hudson	3	4,771 45	1,600	162 00				1,762 00	3,009 45	37
Janesville	2	17,489 13	2,500	2,792 12	1,211 28			6,503 40	10,985 73	38
Jefferson	3	3,698 50	1,525					1,525 00	2,173 50	41
Kenosha	3	6,502 26	1,950	500 00	67 25			2,517 25	3,985 01	38
Kilbourn City	3	1,990 81	1,075					1,075 00	915 81	54
La Crosse	2	23,991 26	2,650	3,312 50	1,793 08	50 80		7,806 38	16,184 88	32
Lake Geneva	3	3,599 21	1,525	76 00				1,601 00	1,998 21	44
Lancaster	3	2,883 25	1,400	180 00				1,580 00	1,303 25	54
Madison*	2	24,361 23	2,775	6,000 00		14 55	\$3,514 66	12,304 21	12,057 02	51
Manitowoc	3	6,473 86	1,900	324 00				2,224 00	4,249 86	34
Marinette	3	6,174 84	1,850					1,850 00	4,324 84	30
Manston	3	2,151 31	1,225					1,225 00	926 31	56
Menasha	3	3,052 03	1,550	550 00				2,100 00	952 03	68
Menomonee	3	4,797 33	1,676	483 00				2,158 00	2,639 33	44
Merrill	3	3,879 35	1,600	150 00				1,750 00	2,129 35	44
Milwaukee*	1	244,229 95	3,675	35,780 00	988 46	819 02	37,467 39	78,729 87	165,500 08	32
Mineral Point	3	3,228 25	1,550	111 00				1,661 00	1,567 25	51
Monroe	3	4,529 86	1,650	271 50				1,921 50	2,608 36	42
Neeenah	3	6,053 18	1,875	300 00	36 75			2,211 75	3,841 43	36
Neillsville	3	3,696 92	1,550	200 00				1,750 00	1,946 92	47
New London	3	2,621 96	1,325	22 50				1,347 50	1,274 46	51
New Richmond	3	2,566 82	1,200					1,200 00	1,366 82	47
North La Crosse	3	1,957 51	1,000					1,000 00	957 51	51
Oconomowoc	3	3,578 12	1,525	300 00				1,825 00	1,753 12	51
Oconto	3	3,915 63	1,650	200 00				1,850 00	2,065 63	47

*In public building; no rent paid.

Omro.....	3	1,836 23	1,100	76 00	.....	.....	.....	.....	1,176 00	660 23	64
Oshkosh.....	2	20,879 42	2,700	3,600 00	.....	1,618 50	.....	4,832 89	12,751 39	8,128 03	61
Platteville.....	3	3,549 69	1,575	90 00	.....	.....	.....	.....	1,665 00	1,884 69	46
Portage.....	3	5,454 38	1,800	499 25	.....	100 00	.....	.....	2,399 25	3,055 13	44
Prairie du Chien.....	3	2,954 42	1,450	450 00	.....	.....	.....	.....	1,900 00	1,054 42	64
Racine.....	2	25,420 01	2,850	3,327 73	.....	1,426 01	25 00	4,278 97	11,907 71	13,512 30	40
Reedsburgh.....	3	2,845 55	1,350	.....	.....	.....	.....	.....	1,350 00	1,495 55	40
Richland Centre.....	3	2,591 21	1,200	76 00	.....	.....	.....	.....	1,276 00	1,315 21	45
Ripon.....	3	5,496 21	1,850	575 00	.....	48 50	.....	.....	2,473 50	3,022 71	45
River Falls.....	3	3,285 86	1,500	.....	.....	.....	.....	.....	1,500 00	1,785 86	45
Sheboygan.....	2	8,309 17	2,025	775 00	.....	675 00	.....	.....	3,475 00	4,834 17	41
Sheboygan Falls.....	3	2,289 92	1,225	.....	.....	.....	.....	.....	1,225 00	1,064 92	53
Sparta.....	3	5,025 72	1,750	500 00	.....	.....	.....	.....	2,250 00	2,775 72	44
Steven's Point.....	3	6,461 43	1,850	300 00	.....	.....	.....	.....	2,150 00	4,311 43	33
Stoughton.....	3	3,148 69	1,450	.....	.....	.....	.....	.....	1,450 00	1,698 69	46
Sturgeon Bay.....	3	2,076 80	1,100	200 00	.....	.....	.....	.....	1,300 00	776 80	62
Superior.....	3	2,225 24	1,225	.....	.....	.....	.....	.....	1,225 00	1,000 24	55
Tomah.....	3	2,509 32	1,325	125 00	.....	.....	.....	.....	1,450 00	1,059 32	57
Viroqua.....	3	2,237 66	1,175	162 00	.....	.....	.....	.....	1,337 00	900 66	59
Watertown.....	2	7,732 66	2,050	1,200 00	.....	643 00	4 22	.....	3,897 22	3,835 44	50
Waukesha.....	2	8,007 27	2,000	792 12	.....	125 00	.....	.....	2,917 12	5,090 15	36
Waupaca.....	3	2,724 82	1,375	162 00	.....	.....	.....	.....	1,537 00	1,187 82	63
Waupun.....	3	3,566 65	1,600	.....	.....	.....	.....	.....	1,600 00	1,966 65	45
Wausau.....	3	8,493 39	1,925	650 00	.....	51 35	.....	.....	2,626 35	5,867 04	31
White Water.....	3	6,718 61	1,925	400 00	.....	.....	.....	.....	2,325 00	4,393 61	34
Total.....	.....	671,067 31	127,775	76,577 62	.....	12,466 40	962 84	50,093 91	267,875 77	403,191 54	40

WYOMING.

	2	\$15, 286 70	\$2, 500	\$2, 359 00	\$720 95			\$5, 579 95	\$9, 706 75	36
Cheyenne City.....	3	3, 244 64	1, 550					1, 550 00	1, 694 64	48
Evanston.....	3	6, 345 77	1, 900	399 54	100 00			2, 399 54	3, 946 23	38
Laramie City.....	3	3, 025 77	1, 375					1, 375 00	1, 650 77	45
Rawlins.....										
Total.....		27, 902 88	7, 325	2, 758 54	820 95			10, 904 49	16, 998 39	39

* Account not adjusted.

No. 11.—Statement showing the transactions of the money-order offices of the United States for the fiscal year ended June 30, 1884.

DOMESTIC.

States and Territories.	Balance from last year.	Orders issued.			Orders paid.		Orders repaid.	
		No.	Amount.	Fees.	No.	Amount.	No.	Amount.
Alabama	\$22,817 26	126,052	\$2,186,771 02	\$16,231 33	58,196	\$1,086,707 74	1,011	\$13,834 81
Arizona	14,105 81	18,896	532,597 49	3,210 25	4,211	153,509 53	200	7,182 26
Arkansas	27,473 88	116,944	2,337,815 88	16,338 94	51,631	1,112,091 46	1,255	18,383 57
California	62,277 47	310,277	5,491,489 53	40,340 05	258,503	5,770,957 74	2,237	37,290 78
Colorado	51,140 84	138,383	2,478,673 62	17,931 91	75,180	1,621,173 71	1,120	21,094 63
Connecticut	6,622 26	93,852	1,278,000 20	10,578 53	107,210	1,326,136 79	561	6,803 58
Dakota	14,778 30	64,008	982,727 99	7,679 84	25,646	620,637 47	623	10,226 89
Delaware	1,421 41	12,006	165,148 88	1,365 29	7,300	116,057 61	76	1,038 07
Dist. Columbia	4,131 28	33,689	567,483 52	4,172 97	70,385	859,193 68	238	3,474 07
Florida	18,437 11	63,893	1,217,749 66	8,614 48	32,501	769,670 69	672	14,853 44
Georgia	26,249 77	150,230	2,489,449 89	18,827 87	123,140	2,149,077 72	1,177	15,531 51
Idaho	17,253 48	24,966	689,434 25	4,217 82	5,115	211,758 39	209	4,244 11
Illinois	97,858 13	643,799	8,691,686 33	72,666 61	963,990	12,074,723 49	4,895	67,619 01
Indiana	28,573 27	321,988	4,161,752 42	35,663 51	241,181	3,644,989 26	2,359	26,967 38
Indian Ter.	906 34	6,573	168,268 58	1,060 92	805	18,452 80	52	830 92
Iowa	54,817 64	438,203	5,683,766 50	48,862 33	312,670	4,833,370 47	3,281	40,642 62
Kansas	44,703 57	385,251	5,619,325 67	45,493 90	189,330	3,582,436 09	4,443	48,899 72
Kentucky	12,362 02	121,590	1,780,876 42	14,392 59	147,258	2,575,450 75	1,003	11,703 06
Louisiana	96,171 91	110,773	2,581,274 87	16,810 82	119,082	2,576,762 35	843	18,639 08
Maine	14,330 18	82,652	1,399,613 54	10,374 54	83,179	1,403,623 37	414	6,212 30
Maryland	7,234 85	65,389	1,021,320 14	7,879 26	105,535	1,883,158 23	436	7,846 60
Massachusetts	25,295 43	221,161	3,246,244 84	25,746 38	435,607	4,747,266 20	1,228	19,112 57
Michigan	48,212 23	370,338	5,195,416 16	42,446 05	285,686	4,415,538 26	2,762	34,774 94
Minnesota	27,488 51	191,548	2,710,609 79	22,201 96	128,111	2,211,769 78	1,514	20,435 33
Mississippi	28,570 56	144,733	2,531,213 01	18,857 38	48,639	821,337 85	1,144	14,195 51
Missouri	107,448 22	340,304	4,947,654 33	39,922 64	468,371	8,274,533 10	2,898	39,605 45
Montana	25,670 94	34,373	769,699 54	5,121 43	8,815	258,713 85	324	6,775 23
Nebraska	34,088 36	158,725	2,225,750 24	18,317 41	85,683	1,647,175 15	1,493	20,620 57
Nevada	9,447 34	39,810	952,609 70	6,125 95	9,391	257,564 04	236	5,362 74
N. Hampshire	4,789 90	48,592	665,260 81	5,479 75	34,864	577,734 72	245	2,837 55
New Jersey	8,677 76	84,581	1,307,897 34	10,154 87	72,670	1,594,765 19	527	6,920 41
New Mexico	12,094 86	23,059	414,859 77	2,983 00	6,773	165,154 80	197	3,859 06
New York	53,844 77	524,635	8,047,193 38	62,507 98	1,259,887	15,407,768 52	3,741	62,783 64
North Carolina	21,065 88	116,485	1,937,558 68	14,705 15	52,548	923,947 98	861	10,424 19
Ohio	49,760 20	487,680	6,162,171 25	53,313 22	563,417	7,701,097 90	3,385	40,938 49
Oregon	100,279 66	85,190	2,050,495 21	13,304 89	48,475	1,451,995 64	744	17,340 07
Pennsylvania	53,637 15	388,664	5,605,863 59	45,114 32	477,539	6,406,927 42	2,647	38,884 40
Rhode Island	3,239 63	31,197	441,563 83	3,586 36	21,741	346,635 66	164	1,931 55
South Carolina	20,437 44	86,173	1,390,889 64	10,665 68	40,001	680,504 21	554	7,117 11
Tennessee	28,546 96	145,557	2,555,315 15	18,896 70	134,786	2,636,848 64	1,092	15,187 48
Texas	119,724 89	417,303	8,376,790 30	58,285 48	228,152	5,281,526 42	3,835	59,544 34
Utah	26,327 12	22,912	451,062 44	3,139 93	24,960	384,146 78	143	2,207 00
Vermont	5,228 61	48,360	640,571 88	5,406 58	36,297	569,363 18	301	4,004 80
Virginia	22,313 71	102,057	1,544,959 51	12,224 29	80,099	1,536,872 44	730	8,776 85
Washington	15,238 32	48,619	1,142,203 74	7,472 01	17,202	570,661 03	482	9,796 34
West Virginia	7,278 39	44,509	631,901 89	5,157 28	21,811	367,679 38	278	3,220 11
Wisconsin	45,599 53	282,511	4,327,001 64	33,924 46	199,165	3,386,129 35	1,895	26,673 10
Wyoming	5,921 61	17,204	323,367 92	2,290 88	8,978	88,160 20	134	2,648 53
Total	1,533,894 86	7,835,694	122,121,261 98	950,065 79	7,781,716	121,101,697 03	60,659	869,385 77

No. 11.—Statement showing the transactions of the money-order offices, &c.—Continued.

POSTAL NOTE.

States and Territories.	Postal notes issued.			Postal notes paid.		Postal notes re-paid.	
	No.	Amount.	Fees.	No.	Amount.	No.	Amount.
Alabama	39,690	\$84 875 07	\$1,217 25	14,488	\$33,942 45	510	\$1,048 76
Arizona	5,602	12,856 45	168 09	721	1,841 97	103	262 68
Arkansas	40,420	81,129 23	1,204 71	13,970	31,401 89	594	1,198 07
California	96,130	207,380 85	2,885 70	68,093	160,239 31	1,244	2,731 81
Colorado	41,502	87,094 33	1,245 27	18,702	43,444 05	589	1,282 00
Connecticut	52,548	101,542 47	1,571 55	75,776	115,132 29	597	1,158 00
Dakota	37,827	76,312 39	1,136 37	8,157	17,053 04	580	1,127 52
Delaware	7,044	14,056 60	211 47	2,846	6,684 65	63	131 36
District of Columbia ..	14,505	32,795 75	447 60	42,982	72,341 59	275	575 73
Florida	23,796	47,263 06	684 51	9,446	20,532 87	341	664 20
Georgia	55,006	119,337 03	1,685 04	38,148	86,803 10	853	1,835 18
Idaho	5,030	10,971 13	156 96	989	2,421 98	67	141 38
Illinois	295,755	594,329 00	8,881 02	488,919	976,506 56	3,695	7,716 79
Indiana	150,226	303,581 68	4,508 79	86,480	189,529 51	1,845	3,631 94
Indian Territory	3,008	6,545 49	90 27	295	692 60	43	97 30
Iowa	279,461	565,796 68	8,744 67	137,667	298,111 76	3,746	7,396 11
Kansas	186,604	362,217 29	5,603 98	85,609	143,732 36	2,792	5,555 29
Kentucky	38,014	75,844 00	1,141 41	47,493	95,717 69	486	999 27
Louisiana	22,538	46,875 01	676 62	37,075	77,740 84	347	843 33
Maine	49,273	97,425 18	1,479 42	37,730	72,759 06	412	756 97
Maryland	35,180	74,144 13	1,064 69	40,052	90,993 89	413	810 63
Massachusetts	119,059	237,512 85	3,579 36	94,691	504,141 16	1,640	3,252 03
Michigan	194,111	395,856 27	5,827 48	128,458	273,086 87	2,253	4,953 11
Minnesota	90,471	177,764 48	2,716 04	48,877	106,871 78	1,277	2,483 35
Mississippi	42,427	85,701 76	1,275 15	12,081	27,791 03	529	1,100 84
Missouri	142,703	287,814 42	4,315 50	140,250	365,424 33	2,060	4,083 89
Montana	15,125	32,488 20	454 44	3,136	7,494 13	249	545 29
Nebraska	97,285	191,182 49	2,920 59	35,447	78,858 21	1,375	2,840 30
Nevada	9,152	20,806 06	274 77	1,615	4,126 64	102	216 55
New Hampshire	40,117	80,906 79	1,206 54	17,953	39,906 66	398	791 02
New Jersey	40,020	76,656 28	1,200 99	28,701	56,961 94	487	940 93
New Mexico	8,673	19,689 94	260 16	1,916	4,541 54	125	265 19
New York	307,320	626,975 19	9,227 85	753,484	1,420,882 25	4,085	8,276 94
North Carolina	53,553	112,529 08	1,606 89	20,734	48,151 27	766	1,668 41
Ohio	278,999	563,670 72	8,373 81	294,453	587,679 13	3,231	6,520 60
Oregon	24,069	48,359 31	722 70	10,266	23,875 91	339	747 07
Pennsylvania	272,407	487,486 46	7,277 68	258,376	523,441 24	3,442	7,442 80
Rhode Island	14,333	26,946 96	430 08	9,607	20,402 71	275	575 33
South Carolina	30,504	66,344 62	915 45	12,794	31,142 74	390	871 14
Tennessee	44,310	89,524 67	1,330 83	34,201	74,437 08	519	997 84
Texas	109,589	218,077 11	3,289 94	49,999	110,300 42	1,737	3,449 60
Utah	7,407	16,250 36	222 30	3,199	7,410 44	73	203 98
Vermont	43,045	86,453 11	1,292 22	21,184	44,100 71	461	929 85
Virginia	50,614	103,872 33	1,520 10	29,310	66,378 38	599	1,252 95
Washington Territory ..	14,043	28,510 51	421 59	3,706	8,533 33	274	605 12
West Virginia	24,710	49,370 18	741 57	8,360	19,270 79	313	663 97
Wisconsin	130,040	267,265 35	3,905 94	70,760	159,914 76	1,455	2,982 16
Wyoming	5,582	11,604 16	167 52	1,118	2,630 61	53	121 84
Total	3,689,237	7,411,992 48	110,282 88	3,350,314	7,155,379 52	48,102	98,746 42

No. 11.—Statement showing the transactions of the money-order offices, &c.—Continued.

INTERNATIONAL.

States and Territories.	Orders issued.			Orders paid.		Orders repaid.	
	No.	Amount.	Fees.	No.	Amount.	No.	Amount.
Alabama	1,328	\$26,568 18	\$537 85	175	\$4,984 57	3	\$69 00
Arizona	496	12,264 31	242 90	44	1,740 69	3	24 15
Arkansas	687	10,809 10	216 20	510	15,688 18	2	69 25
California	20,167	405,115 79	8,067 05	7,341	200,148 65	75	1,314 79
Colorado	10,905	271,344 35	6,192 60	907	26,640 11	48	1,005 31
Connecticut	12,381	171,987 68	4,115 10	4,008	50,555 84	52	907 73
Dakota	2,084	44,288 58	969 20	1,626	56,390 14	11	186 40
Delaware	1,086	16,837 43	387 50	164	3,438 12	5	31 58
District of Columbia	2,618	41,470 51	905 25	1,437	19,513 98	6	138 32
Florida	840	19,678 41	381 40	294	7,194 20	5	79 26
Georgia	1,919	43,033 82	839 10	236	5,639 94	10	141 86
Idaho	447	12,609 04	259 40	71	2,767 48	3	52 00
Illinois	47,633	774,064 54	16,356 30	15,497	329,206 35	207	3,415 52
Indiana	5,935	82,321 47	1,816 70	2,045	49,444 70	32	500 22
Indian Ter.							
Iowa	5,918	82,865 20	1,888 10	3,350	106,953 33	43	678 21
Kansas	2,860	42,058 62	974 55	1,255	38,081 35	30	473 45
Kentucky	2,874	46,395 85	990 15	773	18,340 15	10	109 19
Louisiana	5,677	131,972 03	2,292 10	1,111	24,692 50	18	291 69
Maine	4,424	84,914 37	1,772 75	3,195	47,043 02	13	255 22
Maryland	6,014	87,637 56	1,907 30	1,855	38,246 35	27	275 31
Massachusetts	41,791	642,037 49	14,772 30	15,343	235,922 99	137	1,821 39
Michigan	18,984	291,720 50	6,294 75	8,707	199,181 24	141	1,883 92
Minnesota	7,891	144,495 64	2,924 50	4,511	141,944 86	50	1,016 01
Mississippi	331	6,887 78	136 25	69	1,882 16	6	45 24
Missouri	12,468	228,518 60	4,704 55	3,924	103,634 50	49	669 62
Montana	3,110	79,721 80	1,710 70	193	7,035 23	6	81 57
Nebraska	2,332	35,728 99	784 20	1,651	57,516 11	15	163 02
Nevada	1,248	27,370 36	575 80	116	3,848 69	6	140 99
New Hampshire	2,613	32,981 60	867 85	464	7,979 96	10	195 30
New Jersey	21,797	292,257 15	7,087 25	5,060	108,859 99	98	1,477 82
New Mexico	282	6,886 07	131 65	60	2,109 71	3	49 00
New York	117,793	1,735,337 26	39,332 85	56,940	881,001 51	489	6,595 77
North Carolina	740	18,803 12	347 40	113	2,684 07		
Ohio	24,856	362,483 18	8,296 10	7,578	163,197 84	131	1,613 94
Oregon	3,003	71,392 14	1,368 85	1,030	30,956 99	15	420 31
Pennsylvania	46,640	700,549 42	16,621 65	12,611	228,883 14	149	1,973 52
Rhode Island	6,453	89,649 75	2,313 55	1,132	21,921 96	19	570 00
South Carolina	999	27,064 72	509 15	107	2,531 18	6	40 98
Tennessee	1,888	32,291 79	701 45	292	7,040 14	9	170 48
Texas	6,211	122,240 13	2,432 50	2,235	70,771 88	52	1,270 62
Utah	1,647	23,301 17	626 40	156	7,460 42	11	163 84
Vermont	1,658	25,806 63	638 85	704	13,616 48	6	85 66
Virginia	1,855	34,151 64	727 05	539	11,609 10	9	163 30
Washington Territory	1,355	32,943 96	612 80	498	16,641 50	12	299 12
West Virginia	843	11,447 45	279 20	202	4,996 98	3	36 00
Wisconsin	12,280	188,193 55	3,811 05	5,171	155,946 00	121	2,550 88
Wyoming	787	16,277 80	382 20	50	1,655 05	1	7 28
Total	478,148	7,688,776 53	170,102 35	175,350	3,537,539 33	2,157	33,524 04

No. 11.—Statement showing the transactions of the money-order offices, &c.—Continued.

States and Territories.	No. of certifi- cates of deposit.	Deposits received from postmasters.	Drafts on postmasters at New York, N. Y.	Trans- ferred from post- age fund.	Gain.	Pre- mium.	Balance due postmas- ter.
Alabama	9,384	\$1,101,052 07	\$87,105 00	\$8,230 19	\$22 48	.....	\$365 11
Arizona .....	.....	8,180 00	.....	.....	.....	.....	2 65
Arkansas	8,757	1,100,818 00	90,065 00	2,093 58	1 67	\$21 20	36 23
California	17,195	3,963,688 36	18,000 00	56,397 25	1 60	.....	134 70
Colorado	7,222	1,444,380 00	36,403 00	7,070 23	3 48	.....	48 81
Connecticut.....	4,211	425,505 00	121,399 00	9,648 72	100 00	.....	354 39
Dakota.....	914	104,597 97	102,775 00	19,132 27	.....	40	410 21
Delaware .....	.....	.....	6,125 00	1,569 44	.....	.....	4 99
District of Columbia	4,211	1,481,314 86	.....	.....	.....	.....	.....
Florida.....	1,982	240,071 00	25,039 75	2,179 98	.....	.....	349 89
Georgia	19,352	2,043,673 28	250,870 00	2,159 55	.....	.....	263 69
Idaho	227	74,710 00	1,855 00	477 16	.....	.....	.....
Illinois	70,976	8,777,122 83	1,299,730 97	88,323 84	3 36	5 70	664 18
Indiana	17,374	1,375,000 00	642,014 00	13,374 12	.....	.....	821 57
Indian Ter .....	.....	.....	775 00	126 72	.....	.....	10 06
Iowa	28,440	1,845,860 41	1,216,968 00	39,590 06	95	.....	1,013 40
Kansas.....	5,434	598,748 61	636,190 00	22,009 32	3 58	.....	963 40
Kentucky	7,828	806,535 27	879,569 00	18,450 15	24	3 75	8 82
Louisiana	15,559	4,951,790 23	2,210 00	315 10	.....	.....	66 98
Maine.....	7,678	845,290 00	100,417 00	9,945 55	.....	.....	47 37
Maryland	7,985	1,144,181 00	397,860 00	4,443 00	.....	.....	25 20
Massachusetts	16,281	1,795,428 52	627,607 00	153,921 69	.....	.....	1,133 75
Michigan.....	24,548	2,138,019 00	737,890 00	33,262 98	.....	.....	874 85
Minnesota.....	40,119	1,757,204 00	296,564 09	16,130 28	95	.....	167 01
Mississippi.....	.....	23 65	64,465 17	2,353 65	2 65	.....	167 75
Missouri.....	75,716	10,830,434 19	165,567 50	40,515 21	08	.....	500 68
Montana	2,417	533,883 00	1,100 00	1,070 00	.....	.....	10 61
Nebraska	14,328	1,762,591 91	172,515 00	34,370 79	.....	.....	275 68
Nevada .....	.....	.....	.....	95 85	.....	.....	.....
New Hampshire .....	.....	.....	127,940 00	6,783 00	.....	.....	108 22
New Jersey.....	926	37,785 50	581,009 00	22,080 50	.....	.....	144 75
New Mexico	2,685	346,526 48	565 00	570 00	01	.....	19 04
New York	46,958	31,599,550 38	1,318,119 00	76,784 60	205 19	.....	714 29
North Carolina.....	3,043	279,654 00	128,600 00	3,009 67	95	.....	224 67
Ohio	44,310	3,539,489 85	998,167 00	64,734 46	8 06	.....	1,019 27
Oregon.....	9,119	1,915,643 72	.....	5,228 00	.....	.....	53 68
Pennsylvania	36,892	4,480,163 41	505,311 10	42,705 78	2 67	.....	204 40
Rhode Island	1,804	133,296 06	4,530 00	4,812 00	.....	.....	26 50
South Carolina.....	6,786	795,595 00	33,690 00	1,259 01	1 68	.....	46 32
Tennessee.....	16,715	1,996,429 10	92,060 84	17,194 82	95	.....	353 63
Texas	28,805	5,110,701 18	382,840 00	24,215 31	20 00	2 00	256 19
Utah	2,118	332,760 53	68,225 00	.....	.....	.....	.....
Vermont.....	.....	.....	144,315 00	7,375 34	.....	.....	408 72
Virginia	14,065	1,604,423 40	309,210 00	10,395 76	.....	.....	358 82
Washington.....	.....	.....	22,131 00	84 50	.....	.....	97 54
West Virginia .....	.....	.....	81,395 00	2,025 16	.....	.....	58 03
Wisconsin	23,500	2,568,429 53	235,692 00	27,695 32	.....	.....	924 01
Wyoming .....	.....	.....	.....	28 89	.....	.....	.....
Total.....	645,864	105,890,551 30	13,014,879 42	904,238 80	380 55	33 05	13,740 06

No. 11.—Statement showing the transactions of the money-order offices, &c.—Continued.

States and Territories.	Drafts paid by postmaster at New York, N. Y.	Deposited at first-class offices.	Transferred to postage fund.	Loss.	Expenses.
Alabama.....		\$2, 359, 559 00	\$604 92	.....	\$54 25
Arizona.....		392, 481 00	1, 212 58	\$323 38	.....
Arkansas.....		2, 443, 278 24	79 16	.....	931 60
California.....		3, 976, 446 36	183 90	189 63	2, 785 41
Colorado.....		2, 627, 413 54	282 40	458 37	30 25
Connecticut.....		605, 805 00	.....	321 17	5, 847 11
Dakota.....		628, 475 90	900 34	.....	50
Delaware.....		75, 679 25	66 44	.....	4 50
District of Columbia.....		1, 115, 818 31	.....	.....	51, 531 37
Florida.....		740, 527 85	87 95	3, 753 91	245 51
Georgia.....		2, 693, 919 33	195 46	.....	573 91
Idaho.....		573, 023 21	.....	.....	839 30
Illinois.....		6, 738, 952 28	36, 557 29	1, 559 70	3, 160 12
Indiana.....		2, 671, 016 58	912 80	429 50	319 75
Indian Ter.....		155, 543 50	54 78	.....	.....
Iowa.....		4, 154, 369 16	841 63	242 88	4, 854 62
Kansas.....		3, 471, 298 51	57 22	400 61	485 20
Kentucky.....		907, 151 13	.....	184 80	24 46
Louisiana.....		4, 985, 359 42	.....	969 80	59 50
Maine.....		1, 010, 866 00	350 00	.....	64 43
Maryland.....		710, 136 00	172 65	13	127 58
Massachusetts.....		1, 201, 377 00	1, 309 93	737 62	411 20
Michigan.....		3, 880, 175 00	667 65	790 15	63 15
Minnesota.....		2, 621, 363 79	196 95	210 24	79 97
Mississippi.....		1, 830, 084 57	315 00	.....	24 45
Missouri.....		7, 725, 941 10	480 53	426 27	343 46
Montana.....		1, 137, 970 39	31 00	.....	56 85
Nebraska.....		2, 614, 096 00	5, 184 12	184 49	77 70
Nevada.....		734, 083 00	75 85	.....	.....
New Hampshire.....		286, 188 00	150 00	165 48	10 42
New Jersey.....		555, 437 37	.....	41 23	2 32
New Mexico.....		614, 840 88	.....	53 95	10 00
New York.....	\$12, 989, 226 50	11, 543, 572 41	1, 029, 090 09	591 16	46, 763 89
North Carolina.....		1, 494, 869 08	108 00	23 00	1, 530 99
Ohio.....		3, 204, 442 27	628 47	739 40	2, 716 06
Oregon.....		2, 604, 939 74	.....	986 73	354 35
Pennsylvania.....		4, 614, 930 76	1, 508 96	275 96	7, 968 25
Rhode Island.....		312, 286 00	.....	.....	11 78
South Carolina.....		1, 600, 540 39	43 00	.....	13 31
Tennessee.....		2, 040, 494 40	15, 101 37	252 60	75 15
Texas.....		8, 690, 919 37	8 52	1, 859 09	5, 176 40
Utah.....		508, 261 30	.....	.....	308 74
Vermont.....		273, 206 27	506 66	.....	2 00
Virginia.....		1, 990, 893 13	214 28	68	272 48
Washington.....		629, 512 98	.....	.....	1 98
West Virginia.....		383, 448 00	.....	56 77	27 70
Wisconsin.....		3, 896, 292 63	122 00	385 81	127 91
Wyoming.....		256, 773 00	.....	.....	3 00
Total.....	12, 989, 226 50	110, 284, 058 40	1, 098, 301 90	16, 614 51	138, 372 88

No. 11.—Statement showing the transactions of the money-order offices, &c.—Continued.

States and Territories.	Commissions on postal notes.	Commissions on money-orders.	Clerk hire.	Balance due United States.	Miscellaneous items.
Alabama	\$444 07	\$5,693 32	\$1,749 66	\$27,066 64	\$33 62
Arizona	61 39	834 65	.....	24,062 89	78
Arkansas	404 40	4,941 14	1,370 00	38,153 73	32 93
California	984 90	11,772 55	11,070 92	79,590 49	71 11
Colorado	401 60	5,425 69	2,981 54	49,825 58	69 66
Connecticut	625 54	4,185 61	3,645 00	10,234 60	66 64
Dakota	407 56	3,128 99	.....	16,073 43	200 34
Delaware	56 62	434 62	337 50	3,167 69	.....
District of Columbia .....	.....	.....	4,422 95	5,711 84	.....
Florida	287 12	3,437 26	.....	19,087 80	27 19
Georgia	596 45	6,238 69	4,817 50	30,778 94	289 45
Idaho	59 42	1,086 00	.....	15,516 97	34 00
Illinois	3,477 35	29,062 28	35,680 26	112,950 54	1,105 27
Indiana	1,812 91	15,490 43	4,750 00	39,385 69	246 86
Indian Territory	32 27	259 98	.....	1,819 23	.....
Iowa	3,373 93	20,976 00	6,696 60	69,282 35	2,384 27
Kansas	2,229 18	19,465 72	1,049 41	63,709 34	419 04
Kentucky	426 85	5,271 30	4,946 96	16,166 69	77 37
Louisiana	181 30	3,486 01	5,676 65	135,721 36	31 84
Maine	559 48	4,247 34	3,232 46	15,484 99	155 26
Maryland	305 33	2,093 35	4,324 06	9,168 07	38 95
Massachusetts	1,177 99	8,880 63	18,024 75	29,610 12	234 03
Michigan	2,272 28	18,269 73	7,626 32	56,139 84	397 81
Minnesota	951 12	7,838 40	4,320 00	38,634 70	150 97
Mississippi	514 76	6,856 13	.....	35,317 82	189 40
Missouri	1,491 80	13,017 88	19,807 04	107,224 89	622 06
Montana	175 69	1,767 99	.....	30,290 99	2 45
Nebraska	1,048 22	7,181 39	2,423 75	41,062 05	94 58
Nevada	95 17	1,670 96	.....	10,121 20	.....
New Hampshire	521 59	2,960 48	.....	6,640 64	242 64
New Jersey	472 63	4,893 51	1,758 00	11,930 59	489 46
New Mexico	88 98	1,024 84	.....	12,588 03	.....
New York	2,868 97	18,755 05	37,065 19	62,042 57	2,508 28
North Carolina	678 52	5,962 37	.....	28,008 66	48 95
Ohio	3,042 62	21,394 94	19,783 85	56,690 80	1,000 81
Oregon	245 31	3,671 95	1,436 25	69,775 80	102 04
Pennsylvania	2,616 81	17,625 34	17,526 43	74,090 55	842 05
Rhode Island	86 60	839 11	1,305 00	3,772 08	56 94
South Carolina	325 34	3,439 76	1,390 00	19,329 17	130 38
Tennessee	465 28	6,387 63	5,378 99	29,545 22	264 59
Texas	1,213 04	18,519 63	6,021 25	167,369 74	924 71
Utah	51 49	718 00	200 00	10,779 78	3 48
Vermont	586 78	3,046 85	800 00	7,156 17	91 53
Virginia	555 09	4,693 68	2,559 00	19,768 19	147 06
Washington	168 13	2,387 45	.....	11,076 78	32 21
West Virginia	269 16	1,979 86	401 25	7,475 70	128 48
Wisconsin	1,504 13	13,834 68	4,792 50	50,529 60	656 87
Wyoming	63 60	776 06	.....	7,172 92	28 89
Total	40,278 77	345,925 23	299,371 04	1,787,103 46	14,675 25

No. 12.—Statement showing the number and amount of international money-orders

States and Territories.	Canada.			Great Britain and Ireland.			Germany.		
	Orders issued.			Orders issued.			Orders issued.		
	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.
Alabama	144	\$3,956 21	\$64 50	547	\$8,776 10	\$240 75	480	\$9,239 02	\$159 25
Arizona	79	2,142 15	34 45	218	6,024 26	139 10	122	2,537 30	42 20
Arkansas	59	924 92	16 85	140	2,649 12	68 75	386	5,941 22	106 05
California.....	2,444	61,916 60	1,018 00	7,270	125,042 50	3,379 55	7,478	156,301 61	2,632 45
Colorado	1,002	27,401 37	442 75	9,321	203,346 94	5,082 35	1,154	25,619 08	428 40
Connecticut.....	879	16,307 91	285 15	6,867	79,074 48	2,475 20	2,885	40,718 22	763 85
Dakota	537	11,354 17	200 60	1,171	24,994 21	631 30	336	6,802 10	118 40
Delaware	28	578 21	10 40	617	7,826 13	228 60	232	2,916 79	56 40
Dist. of Columbia	220	4,062 21	70 95	992	13,089 11	403 05	929	16,181 91	282 90
Florida	148	3,141 20	54 00	304	7,019 71	171 55	242	4,941 02	84 00
Georgia	294	7,280 35	118 80	680	13,483 77	346 85	811	19,308 51	324 00
Idaho	29	945 29	15 65	262	7,439 42	175 30	119	3,117 12	50 95
Illinois.....	3,319	55,496 52	1,020 45	16,299	240,549 52	6,843 80	20,998	307,844 66	5,715 45
Indiana	356	4,230 11	91 65	1,855	23,327 00	698 75	3,298	44,988 75	861 25
Iowa	499	6,780 26	139 60	2,203	29,010 98	866 10	2,857	40,346 16	764 25
Kansas	257	3,563 39	71 30	1,297	18,035 17	529 15	1,124	16,791 54	310 05
Kentucky.....	204	2,857 32	56 30	981	16,045 48	440 40	1,296	19,622 90	359 85
Louisiana	259	6,218 05	102 95	726	12,584 30	335 20	1,139	22,596 49	386 05
Maine	2,029	42,179 93	713 45	1,956	33,124 03	890 80	254	4,970 73	86 20
Maryland	263	4,822 77	86 65	1,809	25,246 56	749 15	2,202	43,798 44	829 35
Massachusetts...	10,496	203,804 81	3,495 15	22,841	276,358 33	8,472 90	4,665	77,115 99	1,390 95
Michigan	5,612	103,711 80	1,833 75	6,460	84,744 79	2,540 10	6,042	83,168 06	1,585 60
Minnesota.....	2,240	50,921 37	854 75	2,421	42,992 14	1,144 70	2,815	41,643 26	772 55
Mississippi	44	737 10	14 40	106	2,027 83	53 30	110	2,255 51	38 25
Missouri.....	545	8,809 29	163 65	4,571	73,065 17	2,021 55	5,254	90,607 35	1,610 75
Montana.....	533	15,327 75	245 70	2,158	52,983 33	1,280 45	239	5,728 19	95 35
Nebraska.....	225	3,180 17	64 10	843	12,257 62	353 10	1,187	18,912 30	342 55
Nevada	238	6,693 47	108 15	708	12,396 27	335 95	213	6,327 20	99 30
New Hampshire..	577	9,313 68	173 45	1,726	19,952 00	619 60	284	3,234 64	66 00
New Jersey.....	668	13,644 19	233 65	11,800	137,964 34	4,277 55	7,717	108,242 34	2,026 90
New Mexico.....	23	679 61	11 25	109	1,874 84	51 55	89	2,472 19	39 45
New York	6,592	119,570 22	2,114 05	53,441	682,948 85	20,444 40	45,725	687,951 27	12,630 05
North Carolina...	51	977 65	17 25	208	3,699 38	102 75	455	13,477 99	216 60
Ohio	1,657	24,968 70	467 45	10,982	143,304 92	4,292 75	9,988	147,139 30	2,728 00
Oregon	491	12,569 79	207 35	1,042	22,053 36	559 20	1,062	25,236 57	417 20
Pennsylvania...	1,962	35,050 90	631 25	26,754	332,843 81	10,173 70	11,595	166,245 58	3,128 05
Rhode Island....	756	12,652 04	227 55	4,591	58,894 35	1,761 45	655	9,244 46	172 05
South Carolina...	32	855 25	13 95	340	9,048 69	214 70	551	15,083 56	245 85
Tennessee.....	115	1,724 74	32 45	844	12,833 44	363 60	477	8,143 83	146 25
Texas.....	277	5,721 49	99 70	1,962	37,604 35	973 10	2,972	55,204 72	967 30
Utah.....	61	890 11	17 25	1,344	16,877 96	515 40	168	3,522 92	60 05
Vermont.....	392	5,278 46	111 95	1,042	16,458 08	454 55	166	3,092 41	55 05
Virginia.....	290	4,896 92	92 45	762	12,954 27	355 35	549	10,745 56	185 95
Washington.....	461	11,673 98	190 75	424	8,376 53	213 15	382	10,391 65	167 20
West Virginia....	29	494 55	8 85	439	5,871 81	173 65	298	3,799 35	73 80
Wisconsin.....	1,595	39,830 59	667 00	2,260	34,931 84	978 10	7,463	96,994 58	1,873 95
Wyoming.....	66	1,462 70	25 50	611	12,693 32	321 40	94	1,743 27	29 15
Total	49,077	961,600 27	16,737 20	216,304	3,024,700 41	87,743 70	160,567	2,492,307 62	45,525 45

issued, paid, and repaid, and fees collected, during the fiscal year ended June 30, 1884.

Switzerland.			Italy.			France.			Jamaica.		
Orders issued.			Orders issued.			Orders issued.			Orders issued.		
Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.
18	\$421 66	\$6 90	96	\$3,720 44	\$57 30	41	\$447 00	\$8 85	2	\$19 98	\$0 40
4	95 00	1 50	27	732 00	11 70	42	613 62	11 55	2	459 51	8 55
63	610 04	12 55	27	529 00	9 30	6	63 88	1 05	27	1 00	15
864	19,047 16	312 45	929	22,062 69	359 25	805	12,230 47	219 55	2	16 01	30
144	3,019 13	49 80	315	10,291 62	158 95	67	1,014 72	18 30	2	55 00	90
192	2,565 22	47 70	1,410	30,983 92	501 90	122	1,793 87	32 10	2	8 89	15
19	514 10	8 55	18	618 00	9 90	2	5 00	30	1	118 67	2 40
112	2,986 59	51 15	90	2,474 39	39 75	6	50 45	1 05	3	47 96	90
88	2,105 49	35 85	145	2,253 26	41 55	205	3,159 03	59 25	1	3 41	25
7	248 76	3 75	95	3,322 12	51 30	43	995 60	16 65	5	78 99	1 50
26	641 77	10 75	50	1,395 80	22 20	48	706 15	12 90	7	175 23	2 95
13	304 73	5 35	8	330 00	4 95	14	393 26	6 00	2	92 29	1 50
2,541	45,125 49	793 90	3,912	115,376 87	1,809 20	442	7,357 40	134 10	1	9 74	15
220	4,511 65	77 80	113	3,707 96	58 30	77	1,299 09	24 00	1	9 74	15
212	4,505 70	77 20	40	1,020 80	16 80	73	923 42	18 90	1	9 74	15
99	1,802 96	31 90	29	638 81	10 65	28	538 17	9 60	1	9 74	15
182	3,938 39	64 95	122	2,893 42	46 80	83	917 43	19 65	1	9 74	15
117	3,017 89	48 45	2,829	77,492 45	1,240 00	570	9,290 22	165 75	1	9 74	15
9	231 60	4 00	76	2,619 64	42 10	63	1,276 14	22 80	1	9 74	15
132	2,432 56	42 90	434	8,506 73	145 80	132	1,891 20	36 45	1	9 74	15
411	9,238 11	154 40	2,666	65,140 33	1,057 35	580	7,840 65	154 65	1	9 74	15
271	5,170 82	89 10	432	12,965 49	206 25	123	1,349 09	27 55	1	9 74	15
153	2,566 38	44 85	142	3,988 93	66 40	107	2,168 08	37 50	1	9 74	15
4	130 00	2 10	49	1,512 37	24 00	17	205 49	3 90	1	9 74	15
731	15,013 98	253 60	1,136	37,385 72	585 75	186	2,728 89	51 45	1	9 74	15
10	212 90	3 30	152	5,084 33	79 75	16	349 30	5 55	1	9 74	15
31	633 36	10 70	24	464 78	8 20	18	177 80	3 75	1	9 74	15
10	245 70	4 05	70	1,580 24	25 95	8	107 48	2 10	1	9 74	15
7	150 00	2 55	6	108 71	1 95	10	200 93	3 85	1	9 74	15
493	8,724 14	151 10	690	16,212 55	265 35	366	6,188 18	110 35	1	9 74	15
7	280 00	4 20	47	1,523 74	24 00	7	55 69	1 20	1	9 74	15
4,148	77,606 54	1,330 20	4,224	109,889 12	1,757 20	3,174	47,805 53	884 70	1	9 74	15
5	123 66	2 10	11	382 59	6 00	10	141 85	2 70	1	9 74	15
1,142	19,700 14	351 00	802	22,847 06	371 25	238	3,898 47	71 35	1	9 74	15
121	2,718 89	44 85	156	5,002 65	78 30	41	531 39	10 20	1	9 74	15
1,212	27,830 50	468 55	4,469	128,113 56	2,021 85	494	7,299 72	136 65	1	9 74	15
87	1,927 56	32 40	218	4,298 88	72 55	118	1,951 73	34 80	1	9 74	15
2	51 19	90	44	1,555 22	24 90	28	370 81	7 35	1	9 74	15
226	4,410 22	73 80	169	3,617 88	59 55	53	1,382 67	23 10	1	9 74	15
300	6,846 18	116 25	475	12,984 83	206 70	200	3,497 62	62 35	1	9 74	15
18	184 72	4 35	21	634 02	10 05	14	322 80	5 25	1	9 74	15
16	269 93	4 85	18	220 55	3 75	18	287 20	5 40	1	9 74	15
14	302 82	4 80	198	4,687 89	77 85	37	465 43	9 00	1	9 74	15
21	408 14	7 95	25	824 52	13 35	26	606 45	10 05	1	9 74	15
35	529 51	9 45	26	494 02	8 70	15	228 21	4 30	1	9 74	15
761	11,661 85	213 40	146	3,976 45	63 90	33	533 07	9 60	1	9 74	15
8	163 51	2 70	.....	.....	.....	7	165 00	2 70	1	9 74	15
15,306	295,226 64	5,074 90	27,181	736,466 35	11,758 55	8,813	135,825 65	2,500 15	139	2,770 10	49 65

No. 12.—Statement showing the number and amount of international money-orders

States and Territories.	New Zealand.			New South Wales.			Victoria.			Belgium.		
	Orders issued.			Orders issued.			Orders issued.			Orders issued.		
	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.
Alabama										2	\$7 75	\$0 30
Arizona							2	\$100 00	\$2 00			
Arkansas				2	\$28 37	\$0 60	1	36 55	60	3	26 00	45
California	42	\$1,053 83	\$17 90	37	877 05	14 25	82	1,673 62	29 35	65	959 14	17 70
Colorado	1	24 35	45	13	293 42	5 55	7	242 33	3 90	8	86 38	1 80
Connecticut				1	24 35	45	3	38 96	1 10	9	191 75	3 30
Dakota												
Delaware				1	4 87	15						
District of Columbia				3	121 75	1 95	1	14 61	30	32	446 13	8 70
Florida												
Georgia										5	82 47	1 50
Idaho	1	50 00	75	1	29 22	45						
Illinois	7	122 62	2 35	9	235 01	4 10	3	78 18	1 20	96	1,814 73	29 85
Indiana	3	29 87	60							17	227 04	4 35
Iowa	2	97 40	1 50	1	4 87	15				4	36 94	90
Kansas	2	5 86	50	1	4 99	15	1	4 99	15	22	624 78	10 20
Kentucky				2	100 00	1 50				3	17 50	45
Louisiana				1	4 99	15	4	82 49	1 50	27	593 28	10 20
Maine	17	109 48	3 00	1	38 46	60	1	15 36	30	5	83 20	1 50
Maryland				4	24 48	60	8	332 18	5 10	25	483 28	8 85
Massachusetts	9	176 54	3 30	14	365 12	6 15	5	122 27	1 95	29	280 46	6 30
Michigan	1	10 00	15	1	19 48	50				39	488 17	9 90
Minnesota	1	10 00	15				2	19 48	30	10	186 00	3 30
Mississippi				1	19 48	30						
Missouri	18	564 99	8 85	1	7 00	15	1	48 70	75	13	237 00	4 05
Montana										2	36 00	60
Nebraska										4	102 96	1 80
Nevada							1	20 00	30			
New Hampshire	1	8 74	15							1	7 90	15
New Jersey	15	567 67	8 95	2	60 00	90	4	69 35	1 30	38	514 52	9 90
New Mexico												
New York	38	890 11	15 00	31	570 66	10 75	48	980 65	17 50	277	5,445 81	92 85
North Carolina												
Ohio	2	14 87	30	6	139 96	2 40	5	23 58	75	19	243 90	4 80
Oregon	16	507 83	7 95	2	26 32	60	2	12 78	45	18	443 76	7 35
Pennsylvania	11	133 36	2 70	13	401 14	6 45	6	122 43	2 10	96	1,774 02	31 45
Rhode Island	4	110 25	1 90	5	88 10	2 10				6	161 50	2 55
South Carolina												
Tennessee	1	50 00	75							2	79 01	1 20
Texas	2	4 38	30				5	200 00	3 35	10	99 67	1 80
Utah	16	662 65	10 35				4	176 99	2 70			
Vermont												
Virginia	1	24 35	45							3	57 90	90
Washington	1	23 30	45				12	584 39	8 85	3	55 00	1 05
West Virginia												
Wisconsin	1	25 00	45							21	240 17	4 65
Wyoming	1	50 00	75									
Total	214	5,327 45	89 95	153	3,489 09	60 95	208	4,999 89	85 80	914	16,134 12	284 65

issued, paid, and repaid, and fees collected, &c.—Continued.

Portugal.			Tasmania.			India.			Hawaii.			Totals.		
Orders issued.			Orders issued.			Orders issued.			Orders issued.			Orders issued.		
Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,328	\$26,568 18	\$537 85
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	496	12,264 31	242 90
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	687	10,809 10	216 20
86	\$2,757 69	\$43 20	3	\$75 00	\$1 20	7	\$59 72	\$3 15	28	\$599 20	\$10 50	20,167	405,115 79	8,067 05
.....	.....	.....	.....	.....	.....	1	5 01	35	.....	.....	.....	12,033	271,344 35	6,192 60
7	289 00	4 35	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,381	171,987 68	4,115 10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,084	44,288 58	969 20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,086	16,837 43	387 50
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	21 00	45	2,618	41,470 51	905 25
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	10 00	15	840	19,678 41	381 40
2	60 00	90	1	20 00	30	.....	.....	.....	.....	.....	.....	1,919	43,033 82	839 10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	447	12,609 04	259 40
4	39 78	1 05	.....	.....	.....	2	14 87	70	.....	.....	.....	47,623	774,064 54	16,356 30
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,935	82,321 47	1,816 70
.....	.....	.....	.....	.....	.....	.....	.....	.....	2	20 00	30	5,918	82,865 20	1,888 10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,863	42,058 62	974 55
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,874	46,395 85	990 15
4	87 00	1 50	.....	.....	.....	1	4 87	35	.....	.....	.....	5,677	131,972 03	2,292 10
.....	.....	.....	2	6 93	30	6	179 88	6 20	.....	.....	.....	4,424	84,914 37	1,772 75
2	70 00	1 05	.....	.....	.....	3	29 36	1 40	.....	.....	.....	6,014	87,637 56	1,907 30
55	1,180 27	19 95	.....	.....	.....	5	121 50	4 05	8	117 88	2 25	41,791	642,037 49	14,772 30
.....	.....	.....	.....	.....	.....	1	51	35	.....	.....	.....	18,984	291,720 50	6,294 75
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,891	144,495 64	2,924 50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	331	6,887 78	136 25
.....	.....	.....	.....	.....	.....	11	40 77	3 85	.....	.....	.....	12,468	228,518 60	4,704 55
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,110	79,721 80	1,710 70
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,332	35,728 99	784 20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,248	27,370 36	575 80
1	5 00	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,613	32,981 60	867 85
.....	.....	.....	.....	.....	.....	.....	.....	.....	2	60 00	90	21,797	292,257 15	7,087 25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	282	6,886 07	131 65
16	259 93	4 20	1	5 11	15	22	206 62	10 55	4	12 70	60	117,793	1,735,337 26	39,332 85
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	740	18,803 12	347 40
1	3 07	15	1	9 74	15	5	121 46	4 40	.....	.....	.....	24,856	362,483 18	8,296 10
49	2,238 80	34 35	.....	.....	.....	.....	.....	.....	3	50 00	1 05	3,003	71,392 14	1,368 85
7	94 90	1 80	.....	.....	.....	13	404 99	13 10	.....	.....	.....	46,640	700,549 42	16,621 65
10	295 09	4 80	.....	.....	.....	3	25 79	1 40	.....	.....	.....	6,453	89,649 75	2,313 55
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	999	27,064 72	509 15
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	50 00	75	1,888	32,291 79	701 45
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,211	122,240 13	2,432 50
.....	.....	.....	.....	.....	.....	1	29 00	1 00	.....	.....	.....	1,647	23,301 17	626 40
6	200 00	3 30	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,658	25,806 63	638 85
1	16 50	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,855	34,151 64	727 05
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,355	32,943 96	612 80
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	30 00	45	843	11,447 45	279 20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,280	188,193 55	3,811 05
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	787	16,277 80	382 20
251	7,597 03	121 05	8	116 78	2 10	81	1,244 35	50 85	51	970 78	17 40	479,269	7,688,776 53	170,102 35

No. 12.—Statement showing the number and amount of international money-orders

States and Territories.	Canada.				Great Britain and Ireland.			
	Orders paid.		Orders repaid.		Orders paid.		Orders repaid.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Alabama	18	\$391 90	1	\$50 00	35	\$729 53	.....	.....
Arizona	13	536 20	.....	.....	15	555 71	.....	.....
Arkansas	59	1,659 50	.....	.....	49	989 45	1	\$49 25
California	3,173	77,341 41	14	379 48	958	17,407 61	16	190 03
Colorado	330	9,942 85	6	115 28	305	7,258 64	23	472 78
Connecticut	2,817	24,729 97	12	277 70	595	10,138 79	19	225 75
Dakota	608	19,842 85	2	30 00	192	5,259 73	.....	.....
Delaware	41	697 35	.....	.....	80	1,637 14	1	1 58
District of Columbia	844	9,527 69	1	22 50	304	3,880 06	4	106 12
Florida	69	1,687 81	3	40 00	631	2,858 14	1	29 26
Georgia	81	1,655 00	5	80 25	77	1,572 83	1	14 61
Idaho	33	1,336 60	1	10 00	10	313 88	.....	.....
Illinois	6,171	76,277 11	32	587 10	2,674	46,135 76	43	767 58
Indiana	704	11,419 90	3	39 00	295	5,087 78	2	46 11
Iowa	412	10,925 50	6	66 50	131	14,261 90	6	129 96
Kansas	152	3,858 58	9	164 50	316	7,702 59	3	59 71
Kentucky	171	3,029 58	2	23 50	180	3,155 11	3	13 75
Louisiana	297	2,738 49	.....	.....	174	3,584 26	2	25 00
Maine	2,451	38,864 96	6	141 00	140	2,366 26	6	110 22
Maryland	374	6,167 95	.....	.....	514	7,906 22	5	106 63
Massachusetts	10,876	159,667 15	46	708 20	2,948	44,846 98	42	571 66
Michigan	5,482	107,678 27	47	568 69	998	19,233 14	20	319 17
Minnesota	1,735	50,231 08	19	614 50	520	11,776 27	4	53 57
Mississippi	2	75 00	1	5 00	19	295 95	1	24
Missouri	590	10,831 42	6	44 80	698	13,519 21	9	131 85
Montana	68	2,533 87	2	30 00	17	347 79	1	15 48
Nebraska	193	5,694 17	2	15 00	200	4,747 83	1	4 00
Nevada	52	1,780 27	4	120 00	33	1,015 33	1	99
New Hampshire	353	5,993 03	4	24 00	74	962 50	4	114 45
New Jersey	1,126	20,862 22	9	199 49	1,758	29,871 83	25	290 43
New Mexico	11	337 00	.....	.....	7	250 56	1	25 00
New York	27,233	346,963 24	57	731 98	12,367	157,080 38	156	2,189 67
North Carolina	19	441 17	.....	.....	40	826 34	.....	.....
Ohio	2,567	35,487 30	21	83 51	1,562	26,964 94	32	566 87
Oregon	627	17,811 97	5	138 00	116	2,607 97	7	212 93
Pennsylvania	4,240	51,227 41	14	190 93	4,114	69,751 75	47	596 76
Rhode Island	475	8,292 78	3	54 00	510	9,930 85	4	175 00
South Carolina	25	459 48	1	10 00	26	534 68	.....	.....
Tennessee	80	1,683 94	1	30 00	129	3,186 66	5	83 65
Texas	102	2,303 16	3	15 00	587	14,727 55	10	400 00
Utah	34	1,162 00	1	1 00	165	4,929 37	7	42 85
Vermont	594	10,735 64	4	41 10	67	1,538 39	2	44 56
Virginia	150	2,781 30	1	23 10	235	4,331 96	4	64 20
Washington	352	11,173 04	2	70 00	61	2,109 20	4	57 24
West Virginia	43	676 41	.....	.....	62	1,484 15	2	11 00
Wisconsin	887	21,105 71	18	397 38	509	9,574 22	13	129 06
Wyoming	24	783 30	.....	.....	15	483 47	.....	.....
Total	76,758	1,181,402 53	374	6,142 49	35,512	579,730 66	538	8,449 02

issued, paid, and repaid, and fees collected, &c.--Continued.

Germany.				Switzerland.				Italy.			
Orders paid.		Orders repaid.		Orders paid.		Orders repaid.		Orders paid.		Orders repaid.	
Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
93	\$2,829 25	2	\$19 00	18	\$686 31			3	\$81 09		
8	328 30										
273	8,805 85	1	20 00	65	1,825 68			28	1,240 20		
994	34,055 66	30	550 95	74	2,201 04	2	\$9 90	58	2,144 54		
189	6,633 46	16	355 25	44	1,611 35	1	20 00	5	108 94	2	\$42 00
456	12,853 07	14	253 75	15	477 76			6	200 34	2	45 00
724	27,574 83	9	156 40	67	2,371 35			2	35 86		
37	936 09	4	30 00	2	49 19			2	95 40		
177	3,935 08	1	9 70	17	371 32			8	96 01		
61	1,917 30	1	10 00	12	419 60			2	59 15		
62	2,060 02	3	45 00	2	19 52			3	62 01		
24	939 97	1	22 00	2	81 63			2	95 40		
5,679	181,408 99	111	1,726 87	448	13,303 71	9	148 02	41	994 83	2	60 00
847	27,278 89	22	375 55	117	3,501 14	1	10 00	2	43 88	1	6 00
2,023	71,694 41	28	390 85	221	8,271 53	1	7 90	2	55 33		
616	21,394 53	15	238 35	102	3,103 98	1	4 90				
286	8,394 91	4	67 00	72	2,339 49			12	315 66		
275	7,587 88	7	83 00	32	935 95			76	2,764 66	7	64 93
17	384 03	1	4 00	1	15 23			1	19 08		
731	18,045 21	18	150 67	63	1,483 73			22	766 26	1	2 00
765	18,112 28	29	287 77	73	1,175 80	3	25 20	55	1,309 69	10	161 74
2,019	66,478 10	70	904 68	91	2,849 80	1	2 00	8	280 86		
1,979	71,434 12	25	302 94	210	6,586 32			1	2 96	1	20 00
37	1,276 61	3	30 00	4	88 92			4	133 56	1	10 00
2,083	62,630 88	26	355 92	298	9,169 65	2	85 00	20	381 43	1	2 00
102	3,986 29	2	35 00	3	122 83			1	4 45		
993	37,656 91	12	144 02	237	8,353 15			3	133 56		
26	861 21	1	20 00	3	126 69			1	31 10		
10	147 42							1	9 92		
1,743	45,223 70	51	774 89	164	4,768 20	5	92 28	36	1,080 95	4	88 00
36	1,340 19	1	10 00					4	145 01	1	14 00
10,781	258,604 11	219	2,924 55	966	21,805 86	13	159 05	488	11,735 77	16	225 00
39	1,074 72			3	25 49						
2,822	84,215 64	64	707 83	376	11,570 23	4	114 00	13	313 39	4	46 20
182	7,034 16	1	10 00	62	2,188 66						
3,253	87,211 34	63	760 60	362	9,023 70	6	82 30	67	1,418 91	5	110 00
73	1,792 02	3	45 00	4	146 96	1	1 00	12	371 67	4	200 00
50	1,417 31	4	28 67								
55	1,278 47	2	26 83	14	512 62			8	298 32	1	30 00
1,276	45,166 44	28	433 48	150	4,334 72	1	50 00	31	1,281 23	7	308 14
33	735 57	3	119 99	17	516 60			1	18 83		
14	394 38			16	642 29			4	68 69		
74	2,030 59	4	76 00	19	636 02			8	239 28		
58	2,221 68	6	171 88	9	329 28						
66	2,001 36	1	25 00	24	775 85						
3,251	107,881 28	59	635 35	370	12,121 96	31	1,389 09	4	73 38		
11	388 28	1	7 28								
45,403	1,351,652 79	966	13,346 02	4,849	140,941 11	82	2,200 64	1,045	28,511 60	70	1,435 01

No. 12.—Statement showing the number and amount of international money-orders

States and Territories.	France.				Jamaica.			
	Orders paid.		Orders repaid.		Orders paid.		Orders repaid.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Alabama	2	\$47 09						
Arizona			3	\$24 15	1	\$4 50		
Arkansas	29	920 88						
California	215	6, 123 47	8	88 05	1	24 35		
Colorado	16	577 10			2	50 00		
Connecticut	29	651 26	5	105 53	2	42 19		
Dakota	20	851 37						
Delaware	1	7 61						
District of Columbia	33	430 38			7	187 63		
Florida	6	33 18			10	185 37		
Georgia	5	161 74	1	2 00				
Idaho			1	20 00				
Illinois	151	3, 679 36	6	56 33	16	366 43		
Indiana	17	429 39	2	23 56	1	3 23		
Iowa	36	1, 089 51	2	83 00	8	199 62		
Kansas	20	513 90	1	1 00				
Kentucky	30	658 91	1	4 94				
Louisiana	213	5, 731 36	2	118 76	21	581 50		
Maine	4	53 96			175	1, 173 40		
Maryland	51	1, 079 45	3	15 96	56	1, 808 97		
Massachusetts	189	2, 661 45	7	66 82	25	458 39		
Michigan	31	705 28	3	89 38	3	24 35		
Minnesota	18	361 89						
Mississippi	3	12 12						
Missouri	109	3, 369 54	4	49 90	5	167 77		
Montana	2	40 00	1	1 09				
Nebraska	10	260 66						
Nevada								
New Hampshire	3	21 42	2	56 85	4	160 00		
New Jersey	111	3, 478 07	3	13 25	7	156 85		
New Mexico	2	36 95						
New York	1, 769	25, 713 84	24	291 41	960	29, 762 08		
North Carolina	3	105 50						
Ohio	85	1, 667 73	1	49 38	15	350 62		
Oregon	16	418 03	2	59 38				
Pennsylvania	209	3, 752 84	9	169 52	58	668 09	2	\$23 80
Rhode Island	22	474 75	4	95 00				
South Carolina	6	119 71	1	2 31				
Tennessee	5	75 06						
Texas	63	2, 254 29	3	64 00				
Utah								
Vermont	3	68 55						
Virginia	20	617 46			26	795 96		
Washington	5	183 30						
West Virginia	3	19 32						
Wisconsin	40	1, 414 18			1	24 35		
Wyoming								
Total	3, 605	70, 871 86	99	1, 551 57	1, 404	37, 195 65	2	23 80

issued, paid, and repaid, and fees collected, &c.—Continued.

New Zealand.				New South Wales.				Victoria.			
Orders paid.		Orders repaid.		Orders paid.		Orders repaid.		Orders paid.		Orders repaid.	
Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
								6	\$290 98		
231	\$5,246 70			136	\$3,749 51	1	\$14 61	98	2,684 57	3	\$56 76
9	342 10							4	38 96		
28	255 76			11	146 97			7	109 57		
								7	238 57		
1	15 34										
5	38 94			1	6 57			14	487 70		
1	9 74										
2	31 16							1	3 65		
89	1,066 40			39	992 58			23	402 23	1	4 87
8	45 27			3	36 03			8	315 57		
1	24 35			1	10 23						
5	132 63			5	214 28			2	20 14	1	4 99
2	26 29			2	11 69			6	49 12		
				1	24 35			1	8 27		
339	2,946 34			2	29 42			6	9 71		
4	30 54			2	48 70			5	87 66		
114	1,825 28			36	879 57			38	698 79		
12	140 97			7	224 62			3	23 49		
6	131 32			5	52 91			6	219 15		
22	383 54	1	\$0 15	3	39 04			54	2,233 72		
1	34 09							1	10 83		
2	25 62			1	1 01			2	31 65		
24	614 98			15	421 49			12	322 03	1	19 48
697	7,110 88			335	5,623 55	1	25 00	248	3,521 46	1	5 11
46	436 53			24	467 29			9	115 40	2	25 36
1	48 70			2	34 90			3	97 40		
97	1,384 11			42	712 81			26	792 73	1	14 61
4	86 59			9	290 47			10	288 45		
				1	5 07						
1	9 74										
4	63 31			1	9 74						
				1	21 06			1	38 96		
1	25 56			3	121 75						
				1	5 07						
2	27 35			4	38 10			6	160 71		
1,759	22,560 13	1	15	693	14,218 78	2	39 61	607	13,301 47	10	131 18

No. 12.—Statement showing the number and amount of international money-orders

States and Territories.	Belgium.				Portugal.*		Tasmania.*	
	Orders paid.		Orders repaid.		Orders paid.		Orders paid.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Alabama	3	\$117 13						
Arizona								
Arkansas	7	246 62						
California	14	349 05	1	\$20 00	10	\$425 00	7	\$163 62
Colorado	1	1 71						
Connecticut	9	91 62						
Dakota	1	50 00						
Delaware								
District of Columbia	19	340 40			2	68 20		
Florida	1	19 04					1	4 87
Georgia	1	14 27					1	9 74
Idaho								
Illinois	78	2,854 39	2	59 88	1	5 50	5	108 71
Indiana	25	953 63					1	9 74
Iowa	7	177 25						
Kansas	35	1,128 98						
Kentucky	10	353 87						
Louisiana	17	647 73						
Maine	3	100 38					6	117 14
Maryland	21	589 91						
Massachusetts	50	962 61			7	273 00	3	52 89
Michigan	36	1,247 61					1	29 22
Minnesota	26	1,027 84	1	25 00				
Mississippi								
Missouri	19	496 27			1	15 00	1	1 70
Montana								
Nebraska	13	650 00						
Nevada								
New Hampshire								
New Jersey	18	514 05					1	2 00
New Mexico								
New York	513	4,734 11	2	44 00	21	155 80	40	301 04
North Carolina	7	150 85						
Ohio	17	287 77						
Oregon	7	323 70						
Pennsylvania	60	1,365 17	2	25 00	4	63 40	2	34 75
Rhode Island	4	10 19			3	100 00		
South Carolina								
Tennessee								
Texas	24	692 75						
Utah								
Vermont	1	6 12					2	97 40
Virginia							3	29 22
Washington								
West Virginia	1	4 82						
Wisconsin	92	3,436 07					1	36 52
Wyoming								
Total	1,140	23,945 91	8	173 88	49	1,105 90	75	998 56

* No orders repaid

issued, paid, and repaid, and fees collected, &c.—Continued.

India.				Hawaii.				Totals.			
Orders paid.		Orders repaid.		Orders paid.		Orders repaid.		Orders paid.		Orders repaid.	
Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
3	\$102 27			1	\$25 00			175	\$4,984 57	3	\$69 00
								44	1,740 69	3	24 15
								510	15,688 18	2	69 25
18	712 48	1	\$5 01	1,354	47,519 64			7,341	200,148 65	75	1,314 79
				2	75 00			907	26,640 11	48	1,005 31
13	429 62			20	428 92			4,008	50,555 84	52	907 73
5	165 58							1,626	56,390 14	11	186 40
								164	3,438 12	5	31 58
				6	144 00			1,437	19,513 98	6	138 32
								294	7,194 20	5	79 26
				1	50 00			236	5,639 94	10	141 86
								71	2,767 48	3	52 00
13	73 93	1	4 87	69	1,536 42			15,497	329,206 35	207	3,415 52
10	145 25			7	175 00			2,045	49,444 70	32	500 22
				8	243 70			3,350	106,953 33	43	678 21
				2	11 74			1,255	38,081 35	30	473 45
1	4 02			1	1 50			773	18,340 15	10	109 19
2	73 05			2	15 00			1,111	24,692 50	18	291 69
16	146 43			34	816 68			3,195	47,043 02	13	255 22
				12	231 75			1,855	38,246 35	27	275 31
65	1,009 95			99	1,989 16			15,343	235,922 99	137	1,821 39
6	166 18			10	99 35			8,707	199,181 24	141	1,883 92
				5	121 00			4,511	141,944 86	50	1,016 01
								69	1,882 16	6	45 24
7	217 83			14	177 50			3,924	103,634 50	49	669 62
								193	7,035 23	6	81 57
				1	9 00			1,651	57,516 11	15	163 02
								116	3,848 69	6	140 99
1	32 39			13	595 00			464	7,979 96	10	195 30
17	452 55			28	1,091 07			5,060	108,859 99	98	1,477 82
								60	2,109 71	3	49 00
294	2,801 85			228	5,087 54			56,940	881,001 51	489	6,595 77
				2	60 00			113	2,684 07		
4	33 90	2	19 79	38	1,287 10	1	\$1 00	7,578	163,197 84	131	1,613 94
				14	391 50			1,030	30,956 99	15	420 31
26	428 47			51	1,047 66			12,611	228,883 14	149	1,973 52
1	3 23			5	134 00			1,132	21,921 96	19	570 00
								107	2,531 18	6	40 98
								292	7,040 14	9	170 48
				1	2 00			2,235	70,771 88	52	1,270 62
				1	25 00			256	7,460 42	11	163 84
				1	5 00			704	13,616 48	6	85 66
								539	11,609 10	9	163 30
				13	625 00			498	16,641 50	12	299 12
				2	30 00			202	4,996 98	3	36 00
3	50 17			1	2 00			5,171	155,946 00	121	2,550 88
								50	1,655 05	1	7 28
505	7,049 15	4	29 67	2,046	64,053 23	1	1 00	175,450	3,537,539 33	2,157	33,524 04

No. 13.—*Statement showing the receipts and disbursements of the money-order offices of the United States during the fiscal year ended June 30, 1884.*

RECEIPTS.

Balance in the hands of postmasters June 30, 1883.....		\$1,533,894 86
Amount received for domestic money-orders issued.....	\$122,121,261 98	
Amount received for postal notes issued.....	7,411,992 48	
Amount received for international money-orders issued.....	7,688,776 53	
Total issued.....	137,222,030 99	
Amount received for fees on domestic money-orders issued.....	\$950,065 79	
Amount received for fees on postal notes issued.....	110,282 88	
Amount received for fees on international money-orders issued.....	170,102 35	
Total fees.....	1,230,451 02	
Amount of deposits received from postmasters.....		138,452,482 01
Amount of drafts drawn on the postmaster at New York, N. Y.....		105,890,551 30
Amount transferred from postage fund.....		13,014,879 42
Amount of gain.....		904,238 80
Amount of premiums.....		380 55
Balance due postmasters.....		33 05
		13,740 06
Total receipts.....		259,810,200 05

DISBURSEMENTS.

Amount of domestic money-orders paid.....	121,101,697 03	
Amount of postal notes paid.....	7,155,379 52	
Amount of international money-orders paid.....	3,537,539 33	
Total paid.....	131,794,615 88	
Amount of domestic money-orders repaid.....	\$869,385 77	
Amount of postal notes repaid.....	98,746 42	
Amount of international money-orders repaid.....	33,524 04	
Total repaid.....	1,001,656 23	
Amount of drafts paid by postmaster at New York, N. Y.....	12,989,226 50	
Amount deposited at first-class offices.....	110,284,058 40	
Amount transferred to postage fund.....	1,098,301 90	
Amount of loss.....	16,614 51	
Amount paid for expenses.....	138,372 88	
Amount paid for commissions on postal notes.....	40,278 77	
Amount paid for commissions on money-orders.....	345,925 23	
Amount paid for clerk-hire.....	299,371 04	
Miscellaneous items.....	14,675 25	
Balance in the hands of postmasters June 30, 1884.....	1,787,103 46	
Total disbursements.....		259,810,200 05

No. 14.—*Statement showing the revenue which accrued on domestic money-order transactions for the fiscal year ended June 30, 1884.*

Amount received for fees on issued money-orders.....	\$950,065 79	
Amount of gain.....	380 55	
Amount of premiums, &c.....	33 05	
		950,479 39
Amount allowed postmasters—		
For commissions on money-orders.....	\$337,985 16	
For clerk-hire.....	247,618 07	
For incidental expenses.....	100,386 06	
For lost remittances and burglaries.....	11,037 68	
For bad debts.....	5,576 83	
Net revenue.....	247,875 59	
		950,479 39

POSTAL-NOTE AND INTERNATIONAL MONEY-ORDER BUSINESS. 753

No. 15.—*Statements showing the revenue which accrued on postal-note transactions for the fiscal year ended June 30, 1884.*

Amount received for fees on issued postal notes.....	\$110,282 88	
Amount allowed postmasters—		
For commissions	\$40,278 77	
For clerk hire	4,271 34	
For incidental expenses	31,839 38	
Net revenue	33,893 39	110,282 88

No. 16.—*Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1883.*

CANADA.

Amount received for fees on issued orders.....	\$17,341 70	
Amount allowed postmasters—		
For commissions	\$2,400 76	
For clerk hire	4,006 39	
For incidental expenses	1,038 59	
Amount paid Canada—		
For excess of commissions	1,534 05	
Net revenue	8,361 91	17,341 70

GREAT BRITAIN AND IRELAND.

Amount received for fees on issued orders.....	91,205 50	
Amount of gain in exchange	11,862 39	
		103,067 89
Amount allowed postmasters—		
For commissions	4,456 26	
For clerk hire	15,686 86	
For incidental expenses	2,616 75	
Amount paid Great Britain—		
For excess of commissions	20,267 39	
For incidental expenses	322 94	
Net revenue	59,717 69	103,067 89

GERMANY.

Amount received for fees on issued orders.....	44,249 10	
Amount of gain in exchange	18,258 12	
		62,507 22
Amount allowed postmasters—		
For commissions	3,616 03	
For clerk hire	14,406 04	
For incidental expenses	2,160 69	
Amount paid Germany—		
For excess of commissions	8,851 80	
For incidental expenses	265 17	
Net revenue	33,207 49	62,507 22

SWITZERLAND.

Amount received for fees on issued orders.....	4,631 20	
Amount of gain in exchange	6,259 14	
		10,890 34
Amount allowed postmasters—		
For commissions	347 56	
For clerk hire	1,405 98	
For incidental expenses	222 31	
Amount paid Switzerland—		
For excess of commissions	2,068 40	
Net revenue	6,846 09	10,890 34

No. 16.—Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1883—Continued.

ITALY.

Amount received for fees on issued orders.....		\$10,190 25
Amount of gain in exchange.....		14,719 11
		24,909 36
Amount allowed postmasters—		
For commissions.....	\$450 85	
For clerk hire.....	1,419 67	
For incidental expenses.....	238 42	
Amount paid Italy—		
For excess of commissions.....	4,635 66	
Net revenue.....	18,164 76	
		24,909 36

FRANCE.

Amount received for fees on issued orders.....		2,221 40
Amount of gain in exchange.....		1,086 05
		3,307 45
Amount allowed postmasters—		
For commissions.....	156 66	
For clerk hire.....	899 51	
For incidental expenses.....	126 94	
Amount paid France—		
For excess of commissions.....	346 60	
Net revenue.....	1,777 74	
		3,307 45

JAMAICA.

Amount received for fees on issued orders.....		46 50
Excess of commissions received.....		126 68
		173 18
Amount allowed postmasters—		
For commissions.....	2 10	
For clerk hire.....	76 07	
For incidental expenses.....	3 80	
Net revenue.....	91 21	
		173 18

NEW ZEALAND.

Amount received for fees on issued orders.....		82 29
Excess of commissions received.....		109 43
		191 72
Amount allowed postmasters:		
For commissions.....	11 00	
For clerk hire.....	8 20	
For incidental expenses.....	4 91	
Net revenue.....	167 61	
		191 72

NEW SOUTH WALES.

Amount received for fees on issued orders.....		50 30
Excess of commissions received.....		78 59
		128 89
Amount allowed postmasters:		
For commissions.....	6 27	
For clerk hire.....	7 46	
For incidental expenses.....	2 41	
Net revenue.....	112 75	
		128 89

No. 16.—*Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1883—Continued.*

VICTORIA.

Amount received for fees on issued orders.....		\$47 10
Excess of commissions received.....		63 90
		111 00
Amount allowed postmasters:		
For commissions.....	\$6 95	
For clerk hire.....	7 46	
For incidental expenses.....	1 93	
Net revenue.....	94 66	
		111 00

BELGIUM.

Amount received for fees on issued orders.....		136 30
Excess of commissions received.....		26 60
		162 90
Amount allowed postmasters:		
For commissions.....	16 20	
For incidental expenses.....	22 97	
Net revenue.....	123 73	
		162 90

TASMANIA.

Amount received for fees on issued orders.....		1 70
Excess of commissions received.....		3 88
Loss.....		11 39
		16 97
Amount allowed postmasters:		
For commissions.....	16	
For incidental expenses.....	16 81	
		16 97

No. 17.—*Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1884.*

CANADA.

Amount received for fees on issued orders.....		\$16,737 20
Excess of commissions received.....		1,206 52
		17,943 72
Amount allowed postmasters:		
For commissions.....	\$1,416 72	
For clerk hire.....	5,231 25	
For incidental expenses.....	935 04	
Net revenue.....	10,360 71	
		17,943 72

GREAT BRITAIN AND IRELAND.

Amount received for fees on issued orders.....		87,794 55
Amount allowed postmasters:		
For commissions.....	3,636 07	
For clerk hire.....	19,512 26	
For incidental expenses.....	2,293 21	
Amount paid Great Britain:		
For excess of commissions.....	18,301 74	
For incidental expenses.....	257 94	
Lost on exchange.....	1,597 58	
Net revenue.....	42,195 75	
		87,794 55

No. 17.—Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1884.—Continued.

GERMANY.

Amount received for fees on issued orders		\$45,525 45
Amount allowed postmasters:		
For commissions	\$2,324 92	
For clerk hire	17,534 86	
For incidental expenses	1,945 86	
Amount paid Germany:		
For excess of commissions	8,341 04	
For incidental expenses	129 31	
Net revenue	15,249 46	
		<u>45,525 45</u>

SWITZERLAND.

Amount received for fees on issued orders		5,074 90
Amount of gain in exchange		3,141 10
		<u>8,216 00</u>
Amount allowed postmasters:		
For commissions	212 80	
For clerk hire	1,606 88	
For incidental expenses	240 78	
Amount paid Switzerland:		
For excess of commissions	1,124 52	
Net revenue	5,031 02	
		<u>8,216 00</u>

ITALY.

Amount received for fees on issued orders		11,758 55
Amount of gain in exchange		16,842 98
		<u>28,601 53</u>
Amount allowed postmasters:		
For commissions	192 74	
For clerk hire	1,919 63	
For incidental expenses	231 49	
Amount paid Italy:		
For excess of commissions	5,308 06	
Net revenue	20,949 61	
		<u>28,601 53</u>

FRANCE.

Amount received for fees on issued orders		2,500 15
Amount of gain in exchange		1,447 98
		<u>3,948 13</u>
Amount allowed postmasters:		
For commissions	106 30	
For clerk hire	1,017 70	
For incidental expenses	266 15	
Amount paid France:		
For excess of commissions	460 15	
Net revenue	2,097 83	
		<u>3,948 13</u>

JAMAICA.

Amount of fees received on issued orders		49 65
Excess of commissions received		259 08
		<u>308 73</u>
Amount allowed postmasters:		
For commissions	2 34	
For clerk hire	103 75	
For incidental expenses	8 56	
Net revenue	194 08	
		<u>308 73</u>

No. 17.—Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1884—Continued.

NEW ZEALAND.

Amount received for fees on issued orders		\$89 95
Excess of commissions received		136 34
Amount allowed postmasters:		226 29
For commissions	\$4 46	
For clerk hire	152 95	
For incidental expenses	14 91	
Net revenue	53 97	
		226 29

NEW SOUTH WALES.

Amount received for fees on issued orders		60 95
Excess of commissions received		84 29
Amount allowed postmasters:		145 24
For commissions	2 70	
For clerk hire	71 64	
For incidental expenses	9 48	
Net revenue	61 42	
		145 24

VICTORIA.

Amount received for fees on issued orders		85 80
Excess of commissions received		69 73
Amount allowed postmasters:		155 53
For commissions	4 74	
For clerk hire	70 71	
For incidental expenses	9 47	
Net revenue	70 61	
		155 53

BELGIUM.

Amount received for fees on issued orders		284 65
Excess of commissions received		74 98
Amount allowed postmasters:		359 63
For commissions	17 71	
For clerk hire	5 00	
For incidental expenses	73 40	
Net revenue	263 52	
		359 63

PORTUGAL.

Amount received for fees on issued orders		121 05
Amount of gain in exchange		112 57
Amount allowed postmasters:		240 62
For commissions	5 38	
For incidental expenses	81 81	
Amount paid Portugal:		
For excess of commissions	47 05	
Net revenue	106 38	
		240 62

TASMANIA.

Amount of fees received on issued orders		2 10
Excess of commissions received		9 84
Amount allowed postmasters:		11 94
For commissions	36	
For clerk-hire	5 00	
For incidental expenses	2 56	
Net revenue	4 02	
		11 94

No. 17.—*Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1884—Continued.*

HAWAII.

Amount received for fees on issued orders.....	\$17 40	
Excess of commissions received.....	542 35	
		559 75
Amount allowed postmasters:		
For commissions	\$12 83	
For clerk hire	250 00	
For incidental expenses.....	34 72	
Net revenue	262 20	
		559 75

RECAPITULATION OF NET REVENUE.

On domestic money-order transactions for the fiscal year ended June 30, 1884	247,875 59
On postal-note transactions for the fiscal year ended June 30, 1884.....	33,893 39
On international transactions with—	
Canada:	
For fiscal year 1883.....	\$8,361 91
For fiscal year 1884	10,360 71
Great Britain and Ireland:	
For fiscal year 1883	59,717 69
For fiscal year 1884	42,195 75
Germany:	
For fiscal year 1883	33,207 49
For fiscal year 1884	15,249 46
Switzerland:	
For fiscal year 1883.....	6,846 09
For fiscal year 1884.....	5,031 02
Italy:	
For fiscal year 1883.....	18,164 76
For fiscal year 1884	20,949 61
France:	
For fiscal year 1883	1,777 74
For fiscal year 1884.....	2,097 83
Jamaica:	
For fiscal year 1883	91 21
For fiscal year 1884	194 08
New Zealand:	
For fiscal year 1883	167 61
For fiscal year 1884	53 97
New South Wales:	
For fiscal year 1883.....	112 75
For fiscal year 1884.....	61 42
Victoria:	
For fiscal year 1883.....	94 66
For fiscal year 1884.....	70 61
Belgium:	
For fiscal year 1883.....	123 73
For fiscal year 1884	263 52
Portugal:	
For fiscal year 1884.....	106 38
Tasmania:	
For fiscal year 1884.....	4 02
Hawaii:	
For fiscal year 1884.....	262 20
	225,566 22
Less loss in transactions with Tasmania in 1883	11 39
	225,554 83
Total net revenue.....	507,323 81

MONEY-ORDER TRANSFERS, ASSETS AND LIABILITIES, ETC. 759

No. 18.—*Statement showing the transfers to and from the money-order account during the fiscal year ended June 30, 1884.*

Amount transferred to money-order account.....	\$904,238 80
Amount transferred from money-order account	\$1,098,301 90
Less balance due postage account June 30, 1883 (transferred)	810,514 28
	<u>287,787 62</u>
Balance due postage account June 30, 1884.....	616,451 18

No. 19.—*Statement of assets and liabilities June 30, 1884.*

ASSETS.

Balance in the hands of the assistant United States treasurer at New York, N. Y., June 30, 1884.....	\$2,673,462 75
Balance in the hands of postmasters June 30, 1884	1,787,103 46
	<u>4,460,566 21</u>

LIABILITIES.

Revenue on domestic money-order and postal-note account.....	\$281,768 98
Revenue on international money-order account for 1883 and 1884.....	225,554 83
Amount due postage account	616,451 18
Unpaid domestic money-orders, postal notes, and international money-orders, and balances of unadjusted international accounts	3,336,791 22
	<u>4,460,566 21</u>

No. 20.—*Statement showing the money-order transactions with the assistant United States treasurer at New York, N. Y., during the fiscal year ended June 30, 1884.*

Balance in the hands of the assistant United States treasurer June 30, 1883	\$2,783,812 93
Amount deposited with the assistant United States treasurer	2,240,916 46
	<u>5,024,729 39</u>
Amount of drafts paid by the assistant United States treasurer	\$2,351,266 64
Balance in the hands of the assistant United States treasurer June 30, 1884.....	2,673,462 75
	<u><u>5,024,729 39</u></u>

No. 21.—*Weight of letters, newspapers, &c., sent from the United States to European countries during the fiscal year ended June 30, 1884.*

Steamship lines.	England.		Germany.		France.	
	Letters.	Papers.	Letters.	Papers.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard	15, 814, 090	69, 391, 089	3, 148, 065	7, 799, 708	713, 337	1, 443, 333
White Star	16, 506, 101	72, 066, 862	2, 136, 838	4, 656, 077	1, 895, 529	7, 698, 709
Liverpool and Great West- ern Steamship Company ..	19, 062, 599	81, 065, 971	7, 654, 358	23, 983, 405	2, 439, 482	12, 459, 375
North German Lloyd of Bremen	15, 451, 189	72, 260, 310	29, 095, 166	99, 379, 067	999, 170	3, 137, 423
Hamburg-American Packet Company	3, 560, 074	18, 862, 837	8, 014, 292	29, 598, 560	893, 072	5, 227, 839
Inman	14, 147, 021	62, 878, 977	1, 884, 800	5, 026, 451	1, 766, 276	7, 836, 781
Anchor	3, 757, 405	19, 574, 152	262, 975	525, 675	480, 475	2, 283, 179
Canadian	127, 044	549, 726				
American Steamship Com- pany	733, 442	4, 495, 220				
National	290, 201	1, 608, 778	10, 027	1, 320	36, 431	241, 407
Cunard (limited)	385, 792	2, 215, 578			27, 415	221, 134
Bremen line direct from Bal- timore			44, 663	99, 369		
French					3, 201, 075	17, 424, 388
Red Star						
Netherland Steamship Navi- gation Company						
Total	89, 834, 958	404, 969, 500	52, 251, 184	171, 069, 632	12, 452, 262	57, 973, 568
Compared with last fiscal year:						
Increase		20, 216, 177	1, 996, 631	10, 152, 553	615, 420	1, 690, 945
Decrease	399, 048					

Steamship lines.	Italy.		Belgium.		Denmark.	
	Letters.	Papers.	Letters.	Papers.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard	1, 351, 023	3, 459, 125	284, 190	1, 394, 177	168, 444	277, 370
White Star	1, 463, 447	4, 632, 009	341, 007	1, 839, 534	87, 749	75, 700
Liverpool and Great West- ern Steamship Company ..	1, 672, 480	4, 807, 692	384, 637	2, 204, 188	576, 853	977, 216
North German Lloyd of Bremen	1, 867, 403	5, 230, 665	341, 977	1, 834, 791	1, 878, 218	3, 892, 437
Hamburg-American Packet Company	415, 232	1, 344, 360	75, 370	582, 997	547, 366	919, 709
Inman	1, 119, 557	3, 790, 246	276, 380	1, 514, 957	89, 979	147, 845
Anchor	287, 980	1, 155, 570	72, 135	377, 873	4, 005	2, 375
Canadian						
American Steamship Com- pany						
National	25, 993	72, 670	5, 814	36, 695	688	
Cunard (limited)			60, 355	629, 609		
Bremen line direct from Bal- timore						
French						
Red Star			12, 345	37, 525		
Netherland Steam Navi- gation Company						
Total	8, 203, 115	24, 492, 337	1, 854, 210	10, 452, 346	3, 353, 302	6, 292, 652
Compared with last fiscal year:						
Increase	679, 735		424, 807	3, 955, 372	257, 512	1, 010, 022
Decrease		5, 973, 683				

No. 21.—*Weight of letters, newspapers, &c., sent from the United States, &c.*—Continued.

Steamship lines.	Netherlands.		Switzerland.		Spain.	
	Letters.	Papers.	Letters.	Papers.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard	460,574	1,068,250	621,314	2,479,045	177,427	1,098,268
White Star	516,162	1,685,894	793,790	3,540,659	280,425	1,762,411
Liverpool and Great Western Steamship Company ..	497,174	1,783,827	835,375	3,752,294	233,890	1,649,956
North German Lloyd of Bremen	515,762	1,661,011	926,893	3,723,124	264,090	1,684,423
Hamburg-American Packet Company	122,632	420,028	200,704	996,697	89,309	570,100
Inman	422,685	1,470,931	641,704	3,032,126	200,409	1,404,297
Anchor	89,740	451,145	156,160	779,685	57,910	408,925
Canadian						
American Steamship Company						
National	7,819	24,460	13,668	68,855	8,253	50,185
Cunard (limited)						
Bremen line direct from Baltimore						
French						
Red Star						
Netherland Steam Navigation Company	3,580	1,100				
Total	2,636,128	8,566,646	4,189,608	18,372,485	1,311,713	8,628,565
Compared with last fiscal year:						
Increase	134,688	210,376	390,398	1,724,515	81,973	84,775
Decrease						

Steamship lines.	Portugal.		Sweden.		Norway.	
	Letters.	Papers.	Letters.	Papers.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard	121,660	267,380	765,477	2,223,990	272,798	428,525
White Star	123,015	480,589	242,185	477,060	141,179	113,595
Liverpool and Great Western Steamship Company ..	158,165	496,093	1,949,744	6,577,750	1,059,779	1,926,195
North German Lloyd of Bremen	178,127	479,885	6,845,075	17,350,355	3,827,312	6,684,135
Hamburg-American Packet Company	36,981	131,102	2,195,589	2,912,299	1,146,222	1,354,219
Inman	100,494	382,908	271,848	548,660	150,295	120,104
Anchor	34,895	127,350	1,505	1,245	3,705	225
Canadian						
American Steamship Company						
National	1,550	10,875	450		675	
Cunard (limited)						
Bremen line direct from Baltimore						
French						
Red Star						
Netherlan Steam Navigation Company						
Total	754,887	2,376,182	12,271,873	30,091,359	6,601,965	10,626,998
Compared with last fiscal year:						
Increase	122,297	610,522		4,729,609	189,185	317,488
Decrease			308,067			

No. 21.—*Weight of letters, newspapers, &c., sent from the United States, &c.*—Continued.

Steamship lines.	Austria.		Turkey.		Russia.	
	Letters.	Papers.	Letters.	Papers.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard	344,916	704,002	66,990	666,365	530,771	724,815
White Star	211,624	367,415	74,207	907,133	611,490	1,202,477
Liverpool and Great West- ern Steamship Company ..	976,618	2,202,638	84,982	893,757	686,666	1,263,025
North German Lloyd of Bremen	3,785,957	10,056,080	88,400	1,154,310	749,126	1,210,470
Hamburg-American Packet Company	888,931	2,019,593	20,865	303,880	185,233	319,894
Inman	187,340	367,036	62,365	677,377	491,810	1,007,120
Anchor	18,620	26,250	15,635	187,625	122,995	307,935
Canadian						
American Steamship Com- pany						
National	1,171		1,240	26,725	10,960	19,730
Cunard (limited)						
Bremen line direct from Bal- timore						
French						
Red Star						
Netherland Steam Naviga- tion Company						
Total	6,415,177	15,743,014	414,684	4,817,172	3,389,051	6,055,466
Compared with last fiscal year:						
Increase	1,038,992	968,854	66,404	503,772	1,405,831	2,102,106
Decrease						

RECAPITULATION.

Countries.	Letters.	Papers, &c.
	<i>Grams.</i>	<i>Grams.</i>
England	89,834,958	404,969,500
Germany	52,251,184	171,069,632
France	12,452,262	57,973,568
Italy	8,203,115	24,492,337
Belgium	1,854,210	10,452,346
Denmark	3,353,302	6,292,652
Netherlands	2,636,128	8,566,646
Switzerland	4,189,608	18,372,485
Spain	1,311,713	8,628,565
Portugal	754,887	2,376,182
Sweden	12,271,873	30,091,359
Norway	6,601,965	10,626,998
Austria	6,415,177	15,743,014
Turkey	414,684	4,817,172
Russia	3,389,051	6,055,466
Total	205,934,117	780,527,922
Increase, compared with last fiscal year	6,695,958	42,339,403

No. 21.—*Weight of letters, newspapers, &c., sent from the United States to countries and colonies other than European of the Universal Postal Union during the fiscal year ended June 30, 1884.*

Countries.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Cuba	3, 772, 876	26, 739, 869
Porto Rico	371, 160	3, 887, 856
Mexico	3, 313, 481	42, 217, 381
Hawaiian Islands	1, 073, 714	10, 979, 961
United States of Colombia	1, 272, 463	13, 538, 041
Japan	1, 050, 614	12, 334, 203
Hong-Kong	987, 027	4, 453, 269
Brazil	856, 591	8, 909, 850
Shanghai via Japan	464, 342	6, 005, 053
Bermuda	548, 744	4, 854, 973
Jamaica	482, 425	5, 219, 406
Chili	645, 604	9, 948, 188
Windward Islands	633, 355	6, 684, 679
Peru	628, 175	10, 014, 678
Venezuela	402, 320	3, 849, 460
Newfoundland	394, 595	3, 921, 109
Hayti	252, 480	2, 940, 378
St. Thomas	242, 475	2, 656, 845
Honduras	302, 560	2, 601, 672
Guatemala	328, 527	4, 765, 509
Salvador	198, 726	2, 490, 918
Ecuador	196, 298	2, 072, 960
Caraoa	206, 460	912, 404
Bahamas	200, 370	2, 110, 743
St. Domingo	154, 560	2, 254, 488
Nicaragua	197, 214	2, 397, 858
Argentine Republic	263, 806	4, 362, 566
Manila	51, 886	332, 325
Costa Rica	131, 701	2, 257, 241
St. Pierre and Miquelon	44, 095	354, 394
Tabiti	65, 175	1, 046, 067
Marquesas Islands	1, 795	59, 035
Turk's Island	27, 970	158, 941
Uruguay	111, 733	1, 600, 894
Paraguay	2, 365	22, 044
Java	9, 070	31, 332
Singapore	11, 958	137, 129
New Caledonia	6, 026	65, 537
Cochin China	2, 379	13, 981
Total	19, 907, 115	209, 203, 237
Increase, compared with last fiscal year	774, 125	16, 940, 175

No. 22.—*Number of letters exchanged between the United States and non-postal countries during the fiscal year ended June 30, 1884.*

Countries.	Received.	Sent.
	<i>Letters.</i>	<i>Letters.</i>
Shanghai, China	5, 896	30, 277
Panama, Colon, &c	2, 787	614
British Columbia		161, 725
New Zealand, Australia, &c	14, 094	156, 907
Nova Scotia		25, 857
Total	22, 777	375, 380
Increase, compared with last fiscal year		7, 350
Decrease, compared with last fiscal year	19, 793	

I deem it proper to state that the delay in submitting this report has been occasioned by the increase in the business of the money-order branch of this office during the past and previous years, the establishment of the postal-note system, and an insufficient clerical force. It has been exceedingly difficult for the present force, by extraordinary diligence, to dispose of the money-order and postal-note business of the

office so as to make the report even at this late date. The estimates for the service of this office for the fiscal year ending June 30, 1886, submitted to the Secretary of the Treasury, contain items of increase which, if granted by Congress, will enable the office to promptly render the next annual report.

My predecessor, in his last report, called the attention of the Postmaster-General to the necessity for an increase in the accommodations allotted to this office both in the Department building and in the rented building at the corner of Eighth and E streets northwest.

At the last session of Congress unsuccessful attempts were made to obtain an appropriation and authority for renting an additional building in the vicinity of the Department.

The necessity for more room is constantly increasing with the establishment of new money-order offices, with the increase in the number of clerks and employés, and the growing accumulation of books, statements, vouchers, and files; and I venture to urge that the attention of Congress be again called to this matter. Although in my report to the Secretary of the Treasury this subject has been mentioned, it is presented particularly to you, because, since the establishment of this Bureau, its office accommodations have been provided by the Post-Office Department.

Very respectfully,

R. F. CROWELL,
Auditor.

Hon. FRANK HATTON,
Postmaster-General.

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